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## **MS 76 Box 12 Notebook 14 - The Clarks of Gallia County, Ohio and Cabell Co., W. Va.; Hoosers of Wayne County; Wayne Co. school superintendents**

Fred Bussey Lambert

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MS 76  
BX 12  
NBK 14

The Clarks of  
Gallia County, Ohio  
and  
Cabell County, W. Va.

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Hoosers of Wayne Co.

Wayne Co. School Supts.

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MS 76  
BX 12  
NBK 14



The Benbrings

Sam. Hildon

The First Political Campaign

Rockwood Incorporates

An Early Huntington Wedding.

Fourth? Avenue School.

Spring Hill Cemetery.

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# The Beuhrings

Fred G. L. Beuhring

Born 1792  
Died June 27th 1859

Came from Baltimore to Barboursville in 1818 and bought 1000 acres of land from Peter Scales.

His wife Fanny

Born 1797  
Died June 16, 1841

Miller, Henry H.

Born 1813  
Died June 6, 1904

His wife Eliza

Born 1817  
Died July 24, 1893

Beuhring, Fredrick D.

Born July 17, 1828  
Died Oct. 13, 1903

His wife Fannie E.

Born March 12, 1838  
Died Oct. 12, 1882

Peter Scales sold the land to F. G. L. Beuhring in 1837, and the home place was on the river bank just east of what is now 7th street.

The river landing was called Maple Landing (am not sure of the name)

The boundry of the land extended eastward from present 7th Street, to about 12th Street and 2 or 3 miles southward from the river (Ohio?)

R. Lee Beuhring, son of L. D. and Mamie Shelton--Beuhring was born at Decatur, Alabama, Aug. 1st, 1891. Lived in Huntington, W. Va. since 1892. Attended public schools in Huntington, also attended Marshall College graduating there in 1910 in the Academic Course of study. Took Prominent part in athletics, playing on the baseball

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team, and for 3 years received the "M" for playing football and for one year was captain of the football team.

Attended Washington and Lee University and graduated in year of 1914, receiving Degree of Bachelor of Law. Took prominent part in athletics, playing 4 years as regular full-back on the football team and received a football letter each year. Was also all Southern full-back one year and one year the W. & L. football team was all Southern Champions.

While at W. and L. belonged to the W. & L. Glee Club; W & L orchestra; Pi Kappa Alpha, national fraternity; Delta Theta Psi, national Legal fraternity and the local P. A. N. ribbon society. Granted the right to practice Law in the State of W. V. Sept. 2nd 1914, and made a member of the Cabell County Bar Association and had law of ice in the city of Huntington from January 1915 to May 5th 1917 at which time enlisted in the World's War and was sent to Fort Benj. Harrison Officers Training camp and received the commission of 2nd Lieutenant. Ordered to Camp Sherman, Ohio, and assigned to the 331 Infantry, 83 Ohio. Went over seas to France with this organization and was transferred to Company "C" 16th Infantry, First Division of the regular Army and remained with this outfit until discharged at Camp Dix, N. J., July 5th 1919.

Received citation in First Division General Order #91. "Lieut. Raymond L. Beuhring, 16th Infantry, for his splendid courage and leadership. Reorganized his company under heavy fire, destroyed a machine gun nest, which was holding up the battalion and cleared the way for assault on hill 272." The following was written in records by Company

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( ) Commander at the time of discharge: "Lieut. R. L. Beuhring Commanded Company "C" 16th Inf. during the Meuse Argonne offensive from Oct. 8, 1918, to Nov. 9th 1918, and was cited in General Orders 1st Division for gallantry in action at this time.

Lieut. Beuhring has served under me in Company "C" 16th Inf. from May 11th 1919, to June 13th 1919 and I have found him to be a loyal and efficient Officer. Signed James Wheeler, Capt. Company "C" 16th Inf."

Was twice wounded in action; received the Victor Medal with bars for two major engagements and one defensive section; was awarded a medal with the Oak Leaf of the Order of the Purple Heart; also awarded the Silver Star medal for the citation as set out in General Order #91. Served in two major engagements, the St. Mchil, and Meuse-Argonne and Several defensive sectors.

Was married to Dorothea Sandman, a resident of the city of Huntington, W. Va. well known for her musical ability, April 20th, 1921, at Ironton, Ohio. Resumed the practice of law in the year 1923, and at present has a law office in the city of Huntington, W. Va.

Was elected a member of the Legislature for the 1929 session, and served as chairman of the Comm ttee on Counties, Districts and Municipal Corporations and as a member of the Committees on Judiciary. Military Affairs and Executive Offices and Libraries.

He is a republican. A 32° Mason, a Shriner, B. P. O. Elks #313, Huntington, W. Va., American Legion and Veterans of the Foreign War, and a member of the Presbyterian Church of Huntington.

## Sam Gideon

The Sam Gideon Clothing Store, which for many years was publicised as the "store that was born with Huntington," may not have been the first clothing store to be opened in the city, but it was one of the first three or four. Mr. Gideon came to this city in May, 1872, the town then being less than a half year old. He, at first, built a combination store and dwelling house, on Fourth Avenue, 30 feet off Tenth Street.

Sam Gideon's clothing store which for many years was publicised as "the store that was born with Huntington" may not have been the first clothing store to be operated in the city, but it was one of the first three or four.

Mr. Gideon came to this city in May, 1872, the town then being less than a half-year old. He at once built a combination store and residence building on Fourth Avenue 30 feet off 10th Street.

## The First Political Campaign

The first municipale election to take a strictly political turn was held Thursday, April 2, 1874.

The opposing tickets were:

### Democratic:

Mayor:	T. J. Burke
Recorder:	John H. Oley
Councilmen:	A. J. Enslow
	P. C. Buffington
	J. W. Verlander
	Eli Ensign
	W. L. Maddy

### Republican:

Mayor:	E. R. Greene
Recorder:	H. E. Bonsted
Councilmen:	J. W. Mullen
	B. W. Foster
	O. W. Hale
	S. W. Ingham
	W. Ray

The Democratic majorities ranged from 50 to 60, on a total vote of 511, which was an increase of 127 over the preceding year.

## Rockwood Incorporates

Flushed with excitement by the rapid progress of Huntington, the citizens of Rockwood, across the river, incorporated the town, in June, 1873, and offered lots for sale. On June 14th an auction sale was held. Eleven lots were sold, at an average price of \$134



### An Early Huntington Wedding

The June 8th issue of the "Huntington Argus," among its wedding notices a paragraph account of the wedding of Dr. A. J. Beardsley of Barboursville, Cabell County, to Miss Lucy C. Biggs of Greenup, Kentucky, the ceremony being performed at the home of the brides father, by Rev. C. H. Dobbs, of Maysville, Kentucky.

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Tenth Avenue School (*Fourth? Ave.*)

Some of the boy pupils in Professor Cheseman's room, in the Fourth Avenue School, raised their hands, and told their teacher that the dwelling of Kemp Hatfield near by was on fire. The Professor delegated about five of them to go put the fire out. They secured a ladder, at the Ware residence, secured some buckets, and like good, obedient pupils did as they were told. This incident occurred in May, 1887.

# Spring Hill Cemetery

By an order of the City Council, entered at the June, 1873 meeting, it was agreed to purchase 30 acres of land situated on Pea Ridge, for the purpose of establishing and locating a cemetery. This cemetery became known as Spring Hill Cemetery, and is still, with much additional acreage, operated under supervision of the city government.

The purchase price was fixed at \$1.00 per acre. The city Engineer, J. L. Thornburg, was directed by the City Council's orders to establish the boundary, partition the tract into lots, and to lay off necessary streets and alleys.

## Knights of Pythias Organized

The Huntington lodge, Knights of Pythias, was organized early in April, 1873. The first officers were Eustace Gibson, C. C.; John Hooe Russell, V. C.; C. E. Spellman, K. R., D. S.; C. E. Harrison, M. E.; Edward S. Buffington, M. F.; the appointive officers were: George Cullen, M. at A.; J. A. Moricure, I. G.; A. E. Miller, O. G.; attendants: J. D. Moncune, A. L. Crider, H. C. Simms, J. P. Nelson.

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## Ira Wood

Ira Wood was a prominent citizen during the 80's and filled several important official positions. He served under several postmasters as their assistant, and during the Arthur administration was appointed postmaster. He also ran, for awhile, as mail clerk on the C. & O. In 1887, he was city assessor. Mr. Wood had a brother named Walter, who was well known in the community. Ira Wood married the widow of C. N. "Boney" Jones. He died about 1890. So far as can be learned there are no relatives now living in Huntington.

## Steamboats

The Emma Graham, one of the large passenger packets plying between Cincinnati and Pittsburg, was struck by lightning near Ripley, Ohio, in July 1874.

The lightning struck the after flagstaff and played about the stern portion of the boat, but did only light damage. Several passengers were stunned by the shock.

The tow boat Sam Roberts, having in tow three barges loaded with iron ore, and one empty, and bound for Pomeroy, was totally destroyed Aug. 7, 1874, when all four of her boilers exploded. The force of the explosion literally tore the boat into splinters and it caught fire, and burned to the waters edge.

Those killed by the explosion were: Dudley Holland, watchman. Frank Rouse, fireman, and Samuel Fitch. The injured were: Captain De Wolf; Clerk De Wolf; pilot D. Williamson; mate C. Anderson; first engineer C. Hunker; steward J. W. Thompson. Only two of the crew escaped injury.

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Capt. Wash Honshell

Capt. Wash Honshell was superintendent of the C. & O. line of steamers operating between Cincinnati and Huntington during the Eighteen-Seventies. The Bostonia and Fleetwood comprised this line. Capt. Honshell was also Superintendent of a line of White Collar steamers in the Cincinnati Pomeroy trade.

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## Marshall Commencement--1872

The Marshall Academy Commencement exercises were held June 14, 1872, that being the first commencement held in the city of Huntington.

Professor Powell was in charge of the school.

Charles J. Reynolds of Proctorville, Ohio, gave the salutatory address. An oration was given by Robert T. Phillips of Guyandotte, and an essay by Mrs. Lucy E. Eib, of Williamstown. Other essays and orations were by W. Fisher, Gallipolis, Ohio; Lizzie Huxham, Huntington; Beunoo Ayers, Mt. Olivet, W. Va.; Miss Salona Holt, Cerro Gordo, W. Va.; A. S. Parson, Huntington; Willie A. Duling, Malden; J. M. Pritchard, Coalton, Ky.; Miss Ella C. Neff, Hartford, W. Va. T. Marshall, Stouts Mills, W. Va. delivered the validictory. This list comprised the graduates for the year ending June 1872.



## Centennial Festival and Art Gallery

The ladies of the Congregational Church gave a festival and entertainment in Inghams Hall, on Dec. 22nd and Centennial Festival and Art Gallery in honor of the forthcoming Centennial year. A number of the ladies and gentlemen were dressed in Independence time costumes, as follows:

Messrs. Driggs and Ingham, as Colonial Esquires, of 1776 (this was 1876); Mr. Dugan as a General in the colonial service; Charles Oakley and Albert Parsons as Staff officers; Messrs. Badgley and Will Parsons, and Osgood, as courtiers, with scarlet velvet costumes finely embroidered in gold, knee breeches, etc. Mr. Hale represented a deacon, in Dr. Witherspoon's church, and Mr. Foster, treasurer of the same church. Mr. Eaken was a dignified old professor in Harvard University, Mrs. Duggs, Mrs. Proctor, Mrs. Huntington, and Mrs. Sanborn, represented the great grandmothers of the present generation. Miss Richie, Miss Hale, and Mrs. Hale were belles of the Court in 1776. The Misses Abbott, Miss Ingham, Miss Duggs, Miss Spangenberg were maidens in waiting. Miss Laura Bisal was flower girl and Eddie Freeland, page.

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## "Oney" the Mail Dog

One of the occasional and, more or less, distinguished visitors, in Huntington in the late 80's and early 90's was Oney, who was a dog, merely, but a rather high bred one, with a career in p and some mysterious destiny to fulfill. No one knew exactly what it was, but everyone seemed obliging in helping him out with whatever he was trying to do. "Oney" had traveled the country over, always making his way to the railway mail cars. The clerks always carried his famous dogship without postage charge. Not only did they grant him access to the car, feed and care for him, but received him gladly, as his passage was desired, an omen of good luck.

At the end of a trip, Oney slept in the post office, or in the baggage room of the station, where mail bags were kept between trains. He exercised his own good pleasure next morning which direction he would take. He might return with the clerks, with whom he had traveled on the previous day, or if it better suited his whim, would proceed in some other car.

His small body was covered almost completely with an improvised harness, to which was attached decorations, and badges contributed at various points which he had honored with a visit. The places of visitation stretched from coast to coast.

A foolish notion that dog had taken, but evidently the phases of "a dog's life" framed to typify an unpleasant existence, did not originate with him.

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## What the People Read

There was, of course, in every home a limited accumulation of books. Copies of Longfellow's poems. Poe's poems, a single volume addition of Shakespeare, some Mark Twain stories, Will Carleton's poems, maybe a Bret Harte tale, and, as a matter of course, a Bible. The story of the Civil War told in biased form, by a writer partial to the side, with which his interests and sentiments were allied, found ready sale, and graced a table.

There were few sets of books, occasionally though, an editor of Scott's works, Dickens, or Mc Cauley's or by others of the established authors. Covering the period from 1870, to 1890, various story writers came into popularity, and their works attained wide circulation, not running into millions, but of respectable proportions, for those decades. Among the popular writers of that period, were E. P. Roe, who wrote one story after another, each attaining wide circulation. Among his stories were "Barriers Burned Away," and "Sombre Rivals."

H. Rider Haggard furnished the story readers, with a number of volumes, prominent among them being "She," "King Solomon's Mines," "Dawn," etc.

Every once in a while, the short humorous \_\_\_\_\_ of Bill Nye, Robert J. Burdette, and Petroleum V. Nasby, which ran regularly in the newspapers, were collected into volumes and sold among admirers.

Mary J. Helms, author of "Tempest and Sunshine," was a popular writer of the time as also were F. Marion Crawford, who wrote "Mr. Isaacs" and "Zoroaster," and Albion W. Tourgee, among whose books, were "Figs and Thistles" and "Bricks Without Straws."

Autobiographical works having for subjects prominent actors in the Civil War drama were much in vogue.

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The "Life of Robert E. Lee, of U. S. Grant, the "Life of Abraham Lincoln" of "Stonewall Jackson," the war leanings of pretty nearly any citizen, might easily be determined without the passage of a word, simply by examining the books, displayed in a parlor.

## Coins and Currency of the Times

The coins and currency of daily use among the people, change of fashion and design just as other commodities.

Back in the early days of Huntington there were large and small one-cent pieces. The small coin was identical in size with that now in use. The larger one cent copper piece was almost as large as the current half-dollar.

The two cent copper piece was about the size of the present day quarter. There were silver 3 cent pieces; silver half dimes; silver dimes; silver quarters; and halves; and for a time silver twenty-cent pieces. These last named coins were quickly abandoned, for the reason that they were so nearly the size and appearance of quarter dollars, that confusion resulted in the making of change. Also there was the silver-dollar.

Paper currency was circulated in 10, 25, and 50 cent denominations, as well as the larger ones still in use. The paper currency less than a dollar was about  $\frac{1}{4}$  size of the paper dollar and upward, which was of the same size as that abandoned a few years ago.

It came to pass that in that day, when they were less needed, the United States Treasury issued both coins and currency in many more denominations and fashions and kinds than nowadays.

The one-cent copper pieces were of two sizes. One of the size now familiar; the other nearly, or quite, an inch in diameter. It was larger even than the two-cent copper coin. A one-half cent also, was in common use. Those three-cent silver coins and "Half dimes" and dimes were of silver. Then came silver twenty-cent

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pieces, half-dollars and dollars.

Paper currency ran down to twenty-five and ten-cent denominations. They were about one fourth the dimensions of the old time dollar and other currency. Some of these smaller "bills" are still in existence, being kept as relics.



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## Lorenzo Dow Sanborn

Mr. Sanborn arrived on the site of Huntington, December 8, 1871, just twenty three (23) days in advance of the incorporation of the city. He came from Vermont, on a tour of inspection preparatory to locating a new home.

He was removing from his native state because of unfavorable climatic conditions. He felt that his health required a more moderate climate. He looked over the newly made maps of the city and set his finger on the lot located at the corner of 3rd Avenue and 13th Street whereupon the officials of the Central Land Co. drew up the papers, and the property was transferred to his name on the land books.

Mr. Sanborn lost no time in building a residence which was, by the way, the fine dwelling property built on Third Avenue. If not the first residence completed in the city, it certainly was among the first.

The construction was done by a carpenter brought by him from Vermont, for the purpose. The new Sanborn home was completed during the following year and the family came at once.

The family was composed of his wife and six children. The seventh child a son, Chester, was born in this city.

The children brought to the city by their mother were Eona, Ella, William Edgar, John H., George W., and Minnie B.

The father, L. D. Sanborn, was a cousin of C. F. and Jethro Parsons, prominent business men of this city in the early day. By trade, he was a blacksmith and wagon maker. His shop was located on the rear of the lot, on which he residence was located, and it

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was there that the James Brothers gang had their horses shod, preparatory to making their rush out of town following the robbing of the bank.

The Sanborn family was among the organizers of the Congregational Church, which was accomplished in 1872. Their identity with the growth of the city has been conspicuous, and their influence has always been felt, in both religious and social stations of the city. Three of the original family are alive.

They are John H. Sanborn, now attached to the organization of the Elks Club. George H., who operates a farm in Lawrence county, Ohio, near Chesapeake and Minnie B. widow of L. J. Gillaspie, whose home is at 165 Woodland Drive. John L. Sanborn is one of the best posted men in the city on the early affairs of the city, and has supplied much valuable information to the compiler of this volume. He has also written for publication, from time to time, many interesting historical articles, which are preserved in the archives of Early Settler's Society. John Sanborn, by profession is a civil engineer, and for many years, during his active manhood, was attached to the office of the city engineer.

William Sanborn married Miss Linnie Smith. George married Miss Hortense Wright of Guyandotte. Minnie married L. J. Gillaspie (deceased). Chester married twice, first to Miss Belle Torrance and second was Miss Nellie Goodall.

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## Our Represenatives in Congress

During the year 1872 to 1900 the citizens of Cabell County were represented as follows:

Senate--Arthur I. Boreman, republican of Wood county. Completed term to which he was elected in 1869, same expiring in 1875. Henry G. Davis, democrat, elected in 1871, and served to 1883. Allen T. Caperton, democrat, Monroe County, served one year of term 1875-1876. Samuel Price, democrat, Greenbrier County, served 1876-1877. Frank Hereford, Monroe County, democrat, 1877-1881. Johnson R. Camden, Wood Co., democrat, 1881-1881. John E. Kenna, democrat, 1883-1893, Kanawha Co., democrat. Charles J. Faulkner, Berkeley Co, democrat 1887-1889. Johnson N. Camden, Wood Co., democrat 1893-1895. Stephen B. Elkins, Randolph Co., republican, 1895-1911. Nathan B. Scott, Ohio Co., republican 1899-1911.

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## The Board of Trade

Huntington's first Board of Trade was organized in February, 1890. The people were becoming more and more "Huntington conscious." Electricity was at hand. So was natural gas. Many worth-while improvements to offer to manufactures. To publicise the city, and to make intelligent effort to attract industry, a Board of Trade was organized. Judge J. M. Lane was elected president, and James K. Oney first vice president, M. C. Dummick, secretary, W. H. H. Holswade, treasurer. The directors were H. M. Adams, James L. Caldwell, M. C. Dimmick, C. C. Dusenberry, Sam Gideon, James A. Golhen, W. H. H. Holswade, J. M. Layne, C. F. Millender, Dan A. Mossman, Frank A. Nash, James K. Oney, and James S. Sutplin. Judge Layne, the president, died in 1890, during his term and at the subsequent annual meeting, James K. Oney, Cashier of the Bank of Huntington, was elected to succeed him.

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## Current Newspapers and Periodicals

The widely circulated monthly magazines and weekly periodicals of the day, were exceedingly limited in comparrison with modern publications.

Harpers Magazine, Harpers Weekly, Harpers Young People, Atlantic Monthly, Godeys Ladies' Book, and just a few others about covers the field. "Youths' Companion" was a popular paper for the young people through a great many decades. While designed especially for the interests of the young folks of the family, it did not fulfill its weekly mission until it had been read by all the older members as well.

The "Delineator" devoted to fashions and patterns, was a monthly visitor in many of the homes, While the women folks stole many an idle minute to \_\_\_\_\_ the deliniations of fashion portrayed and described, the men folks could not see why the heck women would spend money for such rubbish.

The "Scientific American" was then as now eagerly sought by those mechanically inclined, new viv \_\_\_\_\_ were examined, and inspiration for those, who had something, on their minds--not yet perfected but which when finished, would revolutionize this or that, let no issue pass without close inspection.

"Our Dumb Animals," by George Angel, published for the purpose of humanizing the people, with kinder treatment of the species that could not speak for themselves had many readers and doubtless did much toward putting an end to curuelties to animals.

The Police Gazette was one of the old timers to suit a new elegant slant of society, which kept its patrons advised of fistic

events, sports, and events of scandalous import. All the barber shops were subscribers, and many of their patrons made their visitations occasions for information there contained, and viewing the pictures of burlesque actresses shamelessly attired. Richard K. Fox was the publisher.

The magazines and periodicals of the time were sparingly illustrated. The day of half-tone work had not arrived to lend artistry to the printed pages. The illustrations, then in vogue were wood cuts, the \_\_\_\_\_ being done, on boxwood, by hand. It is the recollection of the writer that the first metro politan magazine to adopt the photographic process now largely in vogue among magazines was adopted, in the Eighties, by the cosmopolitan magazine, under the ownership of J. Brishben Walker. The incident which revolutionized magazine artistry, has a local interest. Mr. Walker had been previously associated with a Charleston newspaper, and was a frequent visitor in Huntington, where he had numerous friends. He also was an advertiser in the columns of the Huntington papers, broadcasting the sale of Charleston real estate, in which he became interested before leaving West Virginia.

The humorous publications Puck, Judge, Life were established during the mid-eighties, and were liberally patronized. The political drawings of F. Oppen and Zimmerman, will be recalled by many of the older citizens.

"Town Topics" a weekly periodical, fashioned after the Walter Winchell style of comment, had many local readers.

There were religious papers published under the auspices of the various denominations. "The Examiner," a Baptist paper, and

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the "Observer," a Presbyterian weekly, edited by S. Irenins Prinie had many subscribers in Huntington.

"The Cincinnati Enquirer," "The Cincinnati Commercial," and "The Louisville Courier Journal" monopolized the daily newspaper trade here. A few copies of New York papers, "The Sun," "The Tribune," and the "World" coming to a few subscribers, by mail.

The Cincinnati papers arrived the second day after publication, while it required three days travel for New York papers, to arrive at this destination.

Much greater importance was attached to the editorship of the metro politan papers, than is felt nowadays. John R. Mc Lain was, nominally, editor of the Cincinnati Enquirer, though it was understood others performed the editorial duties. A political correspondent, "Gath"--George Alfred Townsend--with his daily contributions, added to the popularity of the Enquirer, particularly among democratic readers. Murot Hulstead was editor of the Cincinnati Commercial, Henry Wallerson became editor of the Louisville Courier-Journal, during the time referred to and developed into one of the greatest editorial writers of the day. Charles A. Dana was editor of thd "New York Sun," and stood in the front rank of great American writers. Horace Greely, editor of the New York Tribune, was one of the leaders of the abolition movement, prior to the Civil War, and established a leadership, in politics which led to his nomination to the presidency, in 1872. His defeat, it is said, affected him severely, and he died in 1873. He was associated in the editorship of the Tribune, by Whitelaw Reid. His family and heirs are still principal owners of the Herald-Tribune, the successor of the Tribune.



Incidentally, Whitlaw Reid spent considerable time in this section, during the years of the Civil War, as newspaper correspondent. He was attached to the first and second regiments, Union Forces, stationed at Gauley Bridge.

The daily newspapers of the day were, of course, not comparable, in news service, with those of today.

The telegraph was but sparingly used, a large portion of the news being furnished by mail. The editions rarely exceeded eight pages. Their publication offices were equipped scarcely, if at all, better than the ordinary weekly newspaper published throughout West Virginia. The presses were of the cylinder type, having a capacity of not more than 3000 per hour. The typesetting was done by hand.

The local newspaper field was carried, for the first few years, by the Independent, moved to Huntington, from Guyandotte, by Dr. O. G. Chase, publisher.

In 1871, "The Argus," established by Samuel Pike, editor, and W. F. Wallace, publisher.

The present system of syndicating the regular productions of popular writers was not a commercial practice until later days. The contribution having widest circulation, no doubt, was the weekly sermon, by Rev. T. De Witt Talmage, which was published by hundreds of newspaper organizations.

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Petroleum V. Nasby writting dialect, "from confedrate roads, which is in the State of Kentucky," was patronized by many newspapers and gained a wide range of readers.

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## Newspapers

Probably no industry has made more rapid progress during the last sixty years than that of publishing a newspaper. It has, indeed, been transformed from a plaything, in the hands of politicians, or of lawyers, as a sideline, into a real business institution requiring huge capitalization, and having a finger on the news sources of the entire world.

The Huntington newspapers of 1872 on to 1896 at least--while edited by men of find ability, were devoted more to the expression of opinion than to the demonstration of news. Samuel Pike, the first editor of the Huntington Argus, for instance, opposed with great verbal violence the candidacy of Horace Greeley, for president, by the Democratic party, and with all the enthusiasm his oratorical sourl could arouse, espoused the nomination of S. Grovesbeck, of Ohio, for president, and John Quincy Adams, of Massachusetts, for vice-president.

Their names were regularly carried, at the masthead of the editorial columns, until the Convention met in July and confused the purposes of Editor Pike by giving the nomination to Greely. Whereupon, editor Pike relinquished promptly editorial charge of the Argus and shook the dust of Huntington from his feet.

The writer of local news almost always invariably wrote himself into the items with which he was professionally concerned. Here, he had heard of the death of a citizen and started out to investigate. How the news of a fire reached him, and what he did to rush to the scene, etc.

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And, to show to what extent the newspaper editor would take liberties, with a popular young man, reporting his wedding, an article in the Argus, of Dec. 2, 1873, is reproduced verbatim.

While much has been gained by a wider spread of intelligence and the raising of the intellectual standards, in the past half-century, some things pertinent to happiness have doubtless been lost. This advertisement was found in an issue of an early Huntington newspaper:

"Psycomen, or soul charming, how either sex may fascinate and gain the love and affection of any person they choose instantly. This simple mental equipment, all can possess free by mail, for 25 cents together with a marriage guide, Egyptian Oracle, Dreams, Hints to Ladies, Wedding night shirt, etc. A queer book \_\_\_\_\_ Address \_\_\_\_\_."

The next newspaper to present itself, for popular favor, was the Huntington Republican. It was founded about 1880, or 1881, by James J. Peterson, who came here from Weston, W. Va., for that purpose. He brought to the city, a new printing outfit, including a \_\_\_\_\_ newspaper cylinder press driven, by steam power. Sufficient notice to the newspapers then present, with their old outfits of type, and Washington hand presses, that they must look to their lands.

The Republican office was first located in a room built for store purposes on Third Avenue between Eighth and Ninth Streets. It was afterward removed to an upstairs room, in a two-story brick building, adjoining Crider's Drug Store.

Third Avenue, between 10th and 11th Streets.

Mr. Peterson was an aggressive and an experienced business man put his newspapers on a profitable business basis. He was also ambitious politically and with the advent of the Harrison administration,

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in 1887, was appointed Counsul-General to Legucigalpa, Honduras, in which office he served four years. The paper was discontinued shortly after Mr. Peterson received his political appointment. He, however, returned to Huntington, in a later year and engaged along with Dr. C. E. Haworth, in the publication of the Huntington Hearld.

The Huntington Herald was established in 1881 by Mrssrs. Shumate and Lacy. The owners were lawyers, and prior to coming to Huntington, practiced their profession in Hogan County. During the political campaign of 1884 issued the Democratic Daily. However, both daily and weekly editions shorthy succumbed.

In 1885, after leaving the mail service, George R. McIntire, undertook the publication of a newspaper known as the Gazette, in Proctorville, Ohio. The patronage being extremely limited, the publication of the Proctorville Gazette was discontinued in 1887, and the office removed to Huntington where the publication was continued, as the Huntington Gazette. Huntington, however, was more inclined to establish daily newspapers. It was getting to be a "big town" now. Plainly, the day of the weekly newspaper, in Huntington, was at an end.

One more effort was made to stem the tide. Shortly after the discontinuence of the Gazette, in 1891, George C. Mc Intosh, son of George R. Mc Intosh, along with R. Mather Archer, established the Sunday Gazette. The paper started off with a great rush. The Sunday Gazette was the first newspaper, in Huntington, to receive press dispatches, by wire, maintaining a pony service out of Cincinnati. It had a corps of editors, including Mr. Mc Intosh, Thomas A. Wiatt, Berry Lee Priddie, Samuel A. Ireland (Ashland), Elliott Northcott, Paul Scott,

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and special contributors, as well. The departments covered were society, educational, theatrical, religious. Thomas A. Wiatt and Sam Ireland were the first columnists\*. (Mr. A. Brown Boughner of the Advertiser staff served as Telegraph editor)

While the Sunday Gazette with Mc Intosh as editor, and R. Mather Archer as business manager, became instantly popular, it quickly developed that they were aiming too high, and the newspaper graveyard was shortly adorned, with a new monument. While, as has been noted, on three, or more occasions, the weekly newspaper, for certain purposes, covering short periods of time, issued papers daily, the first serious effort to establish a daily paper, was made by James R. Dudley. He was an experienced printer, and had worked in the various shops. (For several years he had been local editor of the Republican) He called his paper "The Evening Times," and flung at its masthead the quotation, "There is but one courage, the courage of truth; there is but one victory, the victory of truth." The "Evening Times" was established, in 1887. Dudley gave his attention to the unchangable part of the work though occasionally, if copy was short, put his pencil to work.

Capt. Thomas J. Burke acted as a voluntary editor, but was not a regular contributor. Dr. Thomas Hallanan, and E. Frank Chapman both served as reporters. The career of the Times was a daily struggle, and "Jim" Dudley is entitled to most friendly recollection for the hard work, and privation, which he endured while making the effort

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\*To the same Huntington paper



to give Huntington its first daily newspaper. The news service employed by the Times consisted of Stereotype plate service issued by the American Press Association, in Cincinnati. The box of "Plate Matter" arrived on an afternoon train. It was picked up, by special messenger, at the station and hurried to the office where the plate was slipped upon the bases and the press elevated. A Washington hand-press--speed about a hundred per hour--turned out the edition.

It is recalled that on frequent occasions when publisher Dudley ran out of paper rather than skip an edition, he would procure a supply of brown wrapping paper, from a store, and have an edition, on the streets, as issued. Mr. Dudley found the business too heavy, along about 1890, and disposed of his paper, to Saddler, Moore & Co. The company was composed of R. R. Saddler, J. W. Moore, and R. B. Yowell. The editors were R. R. Sadler, and William L. Hill, R. B. Yowell was City Editor and general solicitor.

The paper was, for a time, changed to a morning paper, under the name of Times Citizen. How long it continued as a morning paper and under the hyphenated name, cannot be learned. In 1874 it was back, in the evening field, under the name of "The Evening times." Publication was suspended at about this time.



G. A. Northcott

Gustavus Adolphus Northcott is just now (1934) approaching his fiftieth year as a successful merchant in Huntington. He came here Nov. 10, 1884, from Rupert, Greenbrier County, where he had just disposed of his small country store. He brought with him a young and progressive business associate in the person of Heath H. Kelly, from Lewisburg, and together they started the clothing firm of Kelly and Northcott.

They located in the Lallance building, 3rd Avenue, between 9th and 10th Streets, February 1st, 1885. More space for a rapidly expanding business being required, they removed their location to the Ward building, 3rd ave. and 9th St. where they added a merchant tailoring establishment, employing Thomas Grieves as cutter in charge. In 1889 the firm underwent a change. Mr. Kelly withdrew from the business and the firm of Northcott and Buffington succeeded.

The new firm member was Peter Cline Buffington, a popular young man, just entering upon a business career.

They removed the business to the newly erected Sutphin Building 3rd Ave. between 9th and 10th Streets, and engaged Jacob Shively to have charge of the custom department.

While located here, several of the young men of the town made their start in business, acting as clerks and bookkeepers. John Shively, Will Dickey, Lee A. D. Tate, Philip Renick, and Charles W. Watts, were among the number who first saw the light of their business day in this store.

In 1892 the store was removed to the Foster Building, Corner 9th Street and 3rd Avenue, where it remained for 6 years. The store was later removed to its present site on the 4th Avenue between 9th

and 10th Streets, being one of the first Huntington stores to venture away from 3rd Avenue. Which thoroughfare, at that time appeared to be destined to remain the unrivalled business section of the city. Here the firm was reorganized. In 1904 Messrs A. D. Tate and V. L. Hagy were admitted to the firm, and it became Northcott, Tate, Hagy Company. In the meantime Mr. Northcott kept an eye open for further business opportunities. With Guy Morris he established a retail clothing store in Pasadena, California.

It was conducted under the firm name of G. A. Northcott & Company.

In 1901 he established a similar store at his former home town, Clarksburg, W. Va. Also about that time started the Miller, Morris, Smith Company, a wholesale dry goods firm at Tacoma, Washington. Besides Mr. Northcott, the firm was composed of Messrs. George F. Miller, Guy Morris, D. J. Smith, Al and Dr. Love. This business was sold in 1905. It was bought by Morris, who started the Western Dry Goods Company at Seattle, Washington. John Man (Marr) previously a resident of Huntington was placed in charge.

In 1909 Mr. Northcott organized and placed in operation the Northcott, Smith, Wilson Company to operate a retail clothing and hat store in Cincinnati.

Mr. Northcott was elected a member of the State Senate in 1902 and in the session of 1905 was chosen president of that body. In 1903 he helped organize the Huntington Land Company, which took over the property of the Central Land Company, original owner of the land on which the city of Huntington was established. Gustavus Adolphus Northcott son of G. Robert Saunders and Mary (Cunningham) Northcott, was born at Murphreysboro, Tennessee, April 4, 1861.

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His boyhood and early manhood were spent in Clarksburg, W. Va.  
were spent in Clarksburg, W. Va.

He was married to Miss Mamie S. Wilson, daughter of Mr. and Mrs. John T. Wilson, pioneer residents of this city, June 5, 1888.

Miss Wilson was one of Huntington's most beautiful and charming young ladies, and enjoyed wide popularity in the society of the young city. To them were born two daughters, Miss Amazetta eldest daughter married Perry McFadden Jr. of Beaumont, Texas, and resides in that city.

Miss Garnet lives with her parents in this city.

Capt. Mark Poore

Capt. Mark Poore came, with his wife, from one of the New England states, to Ceredo, before the Civil War. He enlisted in an Ohio Company, in the Union Army, and became a captain. He was reputed to have been a corageous and efficiemt soldier. He was a descendant of General Poore, who commanded a regiment, in the Revolutionary War. Capt. Poore came to Huntington immediately upon the organization of the city, opened offices and engaged in the fire insurance business.

Doubtless, he had the first insurance agency of the new town. Later, he became an authorized pension attorney, and acted for practically all the earlier applicants for Federal pensions in this section. Captain and Mrs. Poore, for many years, occupied half of a double residence, on the site of the Homrich Jewelry Store, on Ninth Street, between thrird and Fourth Avenues. The other half was occupied by General Breslin and his wife.

He and Mrs. Poore were members of the Congregational Church. Mrs. Poore died \_\_\_\_\_, and Captain Poore passed away \_\_\_\_\_.

They left no children.

Gus H. Honshell

Gus H. Honshell was a son of Wash and Catherine Crawford Honshell. He was born at Catlettsburg, Kentucky, Sept. 23, 1858. His father, Wash Honshell, was President of the White Collar Line of Steamers, which have held the reputation through all the years of affording the most luxurious travel known to the Ohio river. It was but naturally that the young Gus Honshell, with his father's boat passing the door of his father's house every day, should incline his attention to river occupations. And so, he became a clerk on the steamer Bostona, which occupation he followed for a number of years. To be a steamboat clerk under the adjusted modes of travel known to the people of the present day, would not be considered an occupation of more than passing significance. But, "Oh my foes," and "Ah! my friends," it was different in those days. Then a steamboat trip was an event especially, if it fell to the lot of the traveler to have passage on a White Collar Line Steamer. And the Bostona was the crack steamer of them all. To book passage on one of these palatial steamers was much like becoming the guest in a luxurious home. Fashionable folks were aboard, on pleasure \_\_\_\_\_. Distinguished men, traveling in pursuit of their callings, Statesmen \_\_\_\_\_ to or from the nation's capitol.

Festive parties their hats strewn with rice taking their first peep along a path, only the brightness of which appeared to their vision.

During parties, in the parlor section, card games, at the fore

of the cabin, a saloon, with a tender, who knew the arts of the profession. The comfort of the guests was in the keeping of the clerk. He knew, or readily made himself acquainted with all the guests. It was his business to do so; and Gus Honshell was naturally fitted for the pleasant duties attached to his position. His reputation as an ideal steamboat host stretches into this distant day, a pleasant recollection of a pleasant time.

In 1879 Mr. Honshell located his house in this city, and the same year, December 10, he married Miss Clara Stoddard, who had come to Huntington to meet her sister, Mrs. Willis Parsons. Her former home had been at Cornwell, Connecticut. To this marriage was born a daughter, Miss Catherine Honshell, who was wed to Mr. Charles E. Gentry, of Gallipolis, Ohio, June 4, 1902. To them was born a son, Lindsey Gentry, now married and residing in Carmel, California. Mrs. Honshell and Mrs. Gentry, both widowed, have their home in Vortimer? Place, this city. Mr. Honshell died July 4, 1905, and was buried at the home of his boyhood in Catlettsburg, Kentucky. Mr. Gentry died in 1931. Through their residence, in Huntington, the Honshell family has occupied an outstanding place in the social, religious, and civic activities of this city. Their religious attachments have been with the Episcopal Church.

"Base Ball"

To John R. Gibson, of Huntington, belongs the credit for preserving the early history of base ball in this region. He goes behind the history and time of the game in this city, and gives the line-up of earlier teams in Guyandotte. The first team of record in Guyandotte, was organized by Ed. S. Douthit. Douthit, now approaching his ninetyieth year, still lives in Huntington, though spending most of his time at the Elks Home, near Roanoake, Virginia. The team was named the Guyandotte Acrobats, and was composed of the following players---Ed S. Douthit, catcher---John Woodrum, pitcher---George Schenberg, shortstop---Neuton Keenan, firstbase---Cole C. Dusenberry, second base---Joseph Spurlock, thirdbase---Charley Scott, Pete Baker, George Burks, and Charles Ricketts, fielders. At that time Gibson reports, the catchers wore no catchers pads or masks or gloves. None of the players, in fact, wore gloves or other protection. The ball was pitched, not thrown. Two shortstops were in the lineup, one playing on each side of the pitcher.

Other nearby towns furnished the competition. Portsmouth had its "Riversides" with Bill Creighton, Newt. Huddleston, Bill Henry Padden, Egg Gates, and others. Galipolis had its "Gallias" and "Live Oaks". Among the players were---"Rube" Aleshire, Silas Northup, John Maxon, Fred Cromley, John Damron, and Frank Morgan, with the "Gallias" and Steve Black, Ed. Spitch, John (Pill) and Jim Sands, and Will Holloway representing the "Live Oaks". It is reported that the "Gallias" opened their games with prayer. The Middleport club-- was known as the "Mutuals". Pomeroy had its "Mohawks". James Lowrey, father of a present day druggist in Huntington, was shortstop on the team. The leading team of the Millersport section, during the 70's was the "Vegetes" which had a strong aggregation. The "Vegetes" frequently came in contact



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with the early Huntington and Guyandotte teams. Ceredo, also, was frequently seen on the Huntington diamond. Prominent in the Ceredo team was such well known residents as the Wright brothers, Z. Taylor Vinson, Hiram and William Bloss, John Griffeth, Chas. Hoard, Will Ramsel, Elias Stock, Walter Webb, James Fry and others. Ironton, Catlettsburg and other neighboring towns had their ball teams and the frequent games, under strong rivalry, created much sporting activity in the early days. The first baseball team organized under Huntington auspices was known as the "Clippers". The organization took place in 1874. The presidents name was Sparrow. Other officers names were--- James Sample, treasurer---Wesley E. Gibson, Captain---A. H. Moreland, William Hawkins and Edgar Poage, directors, Ha A. Bedel, scorer, and M. ~~H. H.~~ H. Brooks, umpire. The players, as recorded by the Huntington Advertiser at the time were---Wesley Gibson, catcher--W. J. Earris, pitcher---Doc Stephens, shortstop---J. T. Sample, 1st base---Edgar Poage, 2nd base---John Good, 3rd base---A. H. Moreland, left fielder---John Woodhull, center field---and C. Ensnow, right field. Other utility players were---Bayless Poage---Dick Moreland, C. R. Ensnow, Arthur S Emmons, Darwin E Abbott, James E Johnston, William Moreland, David Williams, and Louis Taliaferro. The grounds were located on the \_\_\_\_\_ now occupied by the Huntington Post office, at fifth avenue between 8th and 9th street.

In 1876 the Cincinnati Reds were organized to participate in the fourth of July centennial celebration. Appropriate to the occasion the players appeared on the field, at fifth avenue and 8th to 9th streets, in uniforms made of flag bunting. The players, listed by John Gibson were as follows---Harry Parsons, Samuel Wright, T



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By the time the Acmes were organized, many changes had taken place in the game. Base ball was in its swaddling clothes in the 40s. In those days the players was "out" if the ball was caught on the first "bounce." There were no pitching contests, such as are known in the present day. The ball was pitched instead of being thrown. The contest was lay between the batters and the fielders. Scores were, of course, very large. Fifteen or more runs during an inning was no exceptional circumstance. It was during the career of the Acmes that the "curve" ball was first thrown. Scott Seaton, a relative of the Emmons family, who was visiting in the city, was the first to introduce it in this city. His student, Lee Crider, was the first Huntington pitcher to confuse opposition batters with the "curve" ball. Until nine team pitchers were able to master the "curve" ball, Huntington, with Lee Crider in the box, had apposing teams at a disadvantage. In his story of early day baseball, John Gibson lists the following enthusiasts usually on hand to root for the home team--- General J. H. Breslin, Schuyler Donella, General J. H. Oley, Champe Clark, ---since, democratic candidate for president--- Judge J. M. Layne, Dr. O. G. Chase, General John Howe Russel, George S. Laidley, Thomas S Garland, "Cousin" George Cullen, Mjr. Eli Ensign, E. B. Ward, N. W. Henry, A. C. Williams, Wes Rider, John Olterstater, J. L. and Amos Crider, Charles and Hunter, R. T. AND James K Oney, Capt T. J. Burks, Mose Bornheim, Mjr. W. S. Downey, Judge Ira J, McGinnis, Frank, Edd, and Lynn Enslow, Doctors, Wall, Buffington and Saunders, Judge E. S. and Frank Doolittle, Thomas, Robert and Owen Wiatt, Senator James H. Marcum

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## "Base Ball"

To John R. Gibson, of Huntington, belongs the credit for preserving the early history of base ball in this region. He goes behind the history and time of the game in this city, and gives the line-up of earlier teams in Guyandotte. The first team of record in Guyandotte, was organized by Ed. S. Douthit. Douthit, now approaching his ninetyieth year, still lives in Huntington, though spending most of his time at the Elks Home, near Roanoke, Virginia. The team was named the Guyandotte Acrobats, and was composed of the following players---Ed S. Douthit, catcher---John Woodrum, pitcher---George Schenberg, shortstop---Neuton Keenan, firstbase---Cole C. Dusenberry, second base---Joseph Spurlock, thirdbase---Charley Scott, Pete Baker, George Burks, and Charles Ricketts, fielders. At that time Gibson reports, the catchers wore no catchers pads or masks or gloves. None of the players, in fact, wore gloves or other protection. The ball was pitched, not thrown. Two shortstops were in the lineup, one playing on each side of the pitcher.

Other nearby towns furnished the competition. Portsmouth had its "Riversides" with Bill Creighton, Newt. Huddleston, Bill Henry Padden, Egg Gates, and others. Galipolis had its "Gallias" and "Live Oaks". Among the players were---"Rube" Aleshire, Silas Northup, John Maxon, Fred Crowley, John Damron, and Frank Morgan, with the "Gallias" and Steve Black, Ed. Spitch, John (Pill) and Jim Sands, and Will Holloway representing the "Live Oaks". It is reported that the "Gallias" opened their games with prayer. The Middleport club-- was known as the "Mutuals". Pomeroy had its "Mohawks". James Lowrey, father of a present day druggist in Huntington, was shortstop on the team. The leading team of the Millersport section, during the 70's was the "Vegetes" which had a strong aggregation. The "Vegetes" frequently came in contact

with the early Huntington and Guyandotte teams. Ceredo, also, was frequently seen on the Huntington diamond. Prominent in the Ceredo team was such well known residents as the Wright brothers, Z. Taylor Vinson, Hiram and William Bloss, John Griffeth, Chas. Hoard, Will Ramsel, Elias Stock, Walter Webb, James Fry and others. Ironton, Catlettsburg and other neighboring towns had their ball teams and the frequent games, under strong rivalry, created much sporting activity in the early days. The first baseball team organized under Huntington auspices was known as the "Clippers". The organization took place in 1874. The presidents name was Sparrow. Other officers names were--- James Sample, treasurer---Wesley E. Gibson, Captain---A. H. Moreland, William Hawkins and Edgar Poage, directors, Ha A. Bedel, scorer, and M. ~~H~~ H. Brooks, umpire. The players, as recorded by the Huntington Advertiser at the time were---Wesley Gibson, catcher-- W. J. Harris, pitcher---Doc Stephens, shortstop---J. T. Sample, 1st base---Edgar Poage, 2nd base---John Good, 3rd base--- A. H. Moreland, left fielder---John Woodhull, center field--- and C. Enslow, right field. Other utility players were---Bayless Poage---Dick Moreland, C. R. Enslow, Arthur S Emmons, Darwin E Abbott, James E Johnston, William Moreland, David Williams, and Louis Taliaferro. The grounds were located on the \_\_\_\_\_ now occupied by the Huntington Post office, at fifth avenue between 8th and 9th street.

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TELEGRAPH SERVICE

The inauguration of telegraph service by the Western Union Telegraph Company was coincident with the establishment of the city, in 1872.

The first telegraph office of this company was in a log house which stood at Second avenue and 7th street. The Chesapeake & Ohio dispatchers office was in the same building.

Mr. Lon H. Hutchinson, who, for many years occupied the position of manager, now deceased, wrote a paper giving the history of Western Union service in Huntington, which paper he presented to the Old Settlers' organization. Mr. Hutchinson wrote both from experience and research. He joined the Western Union force here, as operator, about 1879. In 1882 he became manager.

The first manager in this city was Mr. Bell. He was succeeded, in turn, by J. R. Baldridge, O. B. Vincent, F. F. McLellon and C. B. Wilson.

Mr. Hutchinson explained that Huntington was the eastern end of a wire known as "No. 1, East," with Cincinnati as the western terminal. A cable crossed the river at Ashland. The offices on the circuit were Huntington, Catlettsburg, Ashland, Ironton, Haverhill, Portsmouth, Manchester, Beuna Vista, Ripley, Georgetown, Cincinnati.

Huntington had a main battery of 80 Daniel cells, which was considered an extraordinary equipment.

For years Huntington relayed all messages from along the line of the C.&O. During legislative sessions and other gatherings in Charleston, the volume of business was greatly increased. All "specials" for newspapers were handled twice by the Huntington operator.

In 1879 the office was removed to the Merchant's Hotel. Later the office was moved to the second story of the Harvey building, facing 10th street, where an additional wire was placed in service. This wire was known as "No. 13," with offices at Huntington, Catlettsburg, Ashland, Ironton, Chillicothe, Waverly, Circleville and Columbus.

The next change of office was to a small frame building, first across the street. Then, to the brick annex to the Bank of Huntington building, then to the Kelly building on Ninth street. Thence farther up ninth street to a room opposite the Florentine hotel. Finally, to the Walton building on Ninth street, where it still is located.

Among the messenger boys attached to the Huntington office, there are recalled; Steve Sleifflette, John Bennett, J. R. Pigman, Dick Davies, Henry Smith, James Saunders, Richard Woods, John Verlander, Clifford Pinnell and George Derbyshire.

Of the number, John Bennett, J. R. Pigman and Dick Davies stuck to the "Key". John Bennett is now deceased; J. R. Pigman is now, and has, for many years, been connected with the Western Union, at Cincinnati. Dick Davis is a dispatcher on a Western railroad.

In 1880 the force consisted of manager, one operator and one messenger. Now, there is a manager, six operators, six clerks, cashier, two telephone operators and eighteen messengers. This accounts for the Western Union force, only. The Portal telegraph also maintains an office in the city.

There are six Western Union wires to Cincinnati, one to Pittsburgh, four to Charleston, two to Bluefield, two to Williamson, two to Logan.

Pete Walstrum was, for many years employed as operator by the Western Union. The exact dates of his coming and going are not obtainable. Mr. Walstrum married Miss Minnie Pennybacker, while a resident of Huntington, and now resides, with his family, in Texas.

Dick Davies, mentioned as a messenger, entered the service when 13 years of age. He applied himself industriously to learning the instrument, and was an apt student. At sixteen he became operator and night ticket agent, at Preston, Kentucky. He was known to the fraternity as the "baby operator," still wearing knee pants when entrusted with the "key". Later Dick Davies went west to "grop up with the country." For a while he was located as a telegrapher at Pine Bluff, Ark., and later became a dispatcher, at Pittsburg, Kansas, for the Kansas City Southern Railway. Now, he is located at Sarasota, Florida, being proprietor and manager of the Watrus Hotel. Periodically he returns to Huntington to visit his mother and sister, and to greet his old friends.

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## SENSATIONS

### The Hanging of "Sam"

One of the early sensations of the town was the hanging, by a mob, at Barboursville, of a negro named Sam Camden. Sam was charged with having committed an assault upon a young daughter of Kemp Hatfield, an early-day police officer.

Hatfield's home was located on the south side of Fourth Avenue, between 8th and 9th streets. It was in or about the house where the assault was alleged to have been committed.

Sam, which was the only name by which the negro was generally known, was duly charged and committed to the county jail, at Barboursville. On a following night a mob, said to have consisted of about thirty men commandeered a C. & O. engine, of which James Cornelius was engineer and James Ridenbaugh, fireman, and in Superintendent Mallory's private car went to Barboursville to lynch the accused negro.

The jail door was rammed open with a scantling, and the negro was taken to a walnut tree located west of the town, and was hanged.

George F. Miller was sheriff at the time, and Anthony Shelton was jailer, but blame was attached to neither of them for the action of the furious mob.

Of course identity of the persons composing the lynching party was not revealed, but it has been hinted that some of them were well-known citizens.

### A Peculiar Accident

The Huntington Argus, January 11, 1873, prints a story of a peculiar accident which occurred in Wayne County. At the funeral services conducted over the remains of Rev. Renben Booton, the floor of the assembly room gave way, precipitating the entire audience into the cellar. No one was seriously injured, but Mrs. Booton, widow of the deceased minister had her face cut when she fell against the corner of the coffin.

### Attempted Robbery

In February, 1874, an attempt was made to rob the Bank of Huntington. During the night the teller of the bank, Robert T. Cney, who had sleeping quarters at the rear of the banking room, was awakened by unusual sounds. He discovered that some one was attempting to enter the banking room; also that another man was at his window and leaped out in pursuit of his visitor, but did not overtake him. At about the same hour some of the occupants of the Russell building, near 10th street, where John Hooe Russell, the cashier of the bank slept, were awakened by noises, and though those creating the disturbance were not discovered, the incident was considered to be associated with the effort to gain entrance to the bank. On the following morning a pill was found on the sill of the window that had been broken open. An analysis developed that the pill contained sufficient bichloride of mercury to destroy life in a short while.

## Central Land Company Offices Destroyed by Fire

The splendid three story brick building built by the Central Land Company for office purposes, and located at the south-west corner of Fourth avenue and 12th street, was totally destroyed by fire, Monday morning, March 29, 1875.

The fire was caused by a defective flue and spread from the third story, which was occupied as a lodge room by the Masonic and Knights of Pythias fraternities.

By prompt action most of the contents of the building were saved. The Hook & Ladder Company, just recently organized, was on hand and rendered splendid service.

The building was the pride of the city. It had been erected at a cost of about \$20,000. There was no insurance.

The second floor of the building was occupied by the Central Land Company offices, which included the offices of Col. D. W. Emmons and General John H. Oley, and the offices and workroom of the city engineer J. L. Thornburg.

Part of the first floor was occupied by the Breckenridge Presbyterian Church.

While fighting the fire, Mr. Oakley, freight agent of the C. & O. had his hand badly burned. Mr. Perkins, also working in the freight department of the C. & O. sustained burns. S. F. Dannella had his hand badly cut by the fall of slate from the roof. Two fingers were nearly severed. The spike of one of the hooks belonging to the Hook & Ladder outfit ran through Mr. Nutter's foot, inflicting a very painful wound.

The building was never rebuilt.

## Accidental Death of Henry Kelly

Henry Kelly, an exceedingly popular young shoe merchant, who operated a store on Third Avenue, between 9th and 10th streets, during the late-Eighties, by mistake swallowed a whiskey glass of aconite, and died instantly, in a Third avenue Drug store. Mr. Kelly was a son of John Kelly, and prior to coming to Huntington lived with his parents, in Ceredo.

## Big Sandy Railroad Accident

The "dummy" train of the Huntington & Big Sandy railroad met with an accident at Ceredo, in April, 1893, resulting in the death of Capt. J. C. McCreary, conductor of the train, and seriously injuring eleven passengers.

The Huntington & Big Sandy Railroad was a short line railroad, extending, as its name indicated, from Huntington to the Big Sandy river. It later became a part of the Baltimore & Ohio, Ohio River branch. The accident, which resulted so disastrously, was caused by the front car crashing into a derrick which stood alongside the

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track causing it to leave the track and plunge over the bridge. Walter Shelton, of this city, one of the early-time C. & O. engineers was the engineman and Henry Poole, fireman. Both were probably saved by the breaking of the coupling between the engine and coaches.

Walter Shelton is now a resident of Huntington, and is hale and hearty at the age of 83. Following the accident, Mr. Shelton left Huntington and for twenty years made his home in Detroit, Mich. and Cleveland, Ohio.

#### Hanging of Allen Harrison

Allen Harrison was hanged, November 18, 1892, for the murder of his sweetheart, Bettie Adams, at the Harrison home, near Ona.

The hanging, a legal execution, was done by Sheriff Edward Kyle, at the foot of 10th street, near Four Pole hill, in what is now the beautiful Ritter Park.

Fully five thousand spectators witnessed the execution. The Witnesses summoned by the sheriff to certify to the execution were A. A. Handley, Hiram Bloss, Lee Handley, R. M. McCallister, J. A. Emmons, George E. McDonald, P. G. Keller, Paul Evers, W. W. Gwinn, R. T. Kyle, Wm. Keefe, and Garland Buffington.

The sheriff adjusted the noose and county jailer Levi Jones strapped the prisoner's feet together. A prayer was offered by Rev. Richard Woods, at the conclusion of which sheriff Kyle sprung the trap, ending the life of the unfortunate prisoner.

A committee of doctors, consisting of doctors Row, Enslow, Stump, and Brandeberry, pronounced life extinct 18-1/2 minutes after the drop fell.

The trial of Harrison, which excited intense interest for many days was held before Judge Harvey. Messrs. John S. and Lacey Marcum defended Harrison. Prosecuting Attorney Blackwood conducted the prosecution.

There was no doubt that Harrison killed Miss Adams. It was urged in the trial however, and many who listened continued to believe that Harrison's mind was impaired and that he was, therefore, not fully responsible for his act.

#### Accidents on Chesapeake & Ohio Ry. Bridge

The Chesapeake & Ohio Railway bridge spanning the Guyan river at 31st street, has three times been the victim of serious accidents, in two of which there was loss of life, attending.

The first accident occurred about 1878. The exact date cannot be learned. A west bound freight train was crossing the bridge when a car jumped the track, causing a span of the bridge to break through. Nine cars were precipitated into the river. The engine and the forepart of the train passed over the bridge safely. The rear portion of the train, having broken apart from the nine cars which fell to

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to the river, did not leave the rails. None of the trainmen were injured.

The second accident was more disastrous. The date was Thanksgiving evening, 1889. In this accident the locomotive engineer, Vallery Freeman, of this city, lost his life. His engine was pulling an east bound freight train. When the heavy locomotive pulled onto the first span of the bridge on the west side, the span collapsed and the locomotive and a few of the front cars fell into the river. It was the opinion of those who investigated the accident that Mr. Freeman died from drowning. The fireman, Isaac Crump saved his life by taking advantage of the brief warning and jumping from the train. Mr. Freeman was a highly respected citizen of Huntington, and his death accassioned a severe shock to the community. Vallery Freeman was the father of Judge C. W. Freeman, well-known lawyer of Cabell County law.

The third bridge disaster occurred in the forenoon of January 1, 1913. The C. & O. had under construction a new bridge to accommodate a double-track. Fifteen workmen were employed on the bridge, at the time and seven of them were drowned. The Guyan river was at a high stage, and there was a big run of timber, part of which had lodged against the false-work on which the superstructure was being erected. Trains were crossing regularly, and close inspection gave no indication that the bridge was unsafe. A heavy freight train, drawn by engine No. 820 proceeded across the bridge. When the locomotive reached the middle span, without warning it collapsed, tearing out the false-work, and plunging the locomotive and all the bridge workers into the raging stream beneath.

The trainmen had been warned against riding the train while crossing and all except the engineer, E. V. "Shorty" Webber, of Russell, Kentucky, accepted the advice. His reply to the suggestion was "I'll ride this baby, anyway." The seven bridgeworkers who lost their lives were:

E. V. Webber, Emmett Wood, Charles Maddy, Charles Coyner, James Crawford, Henry "Jaybird" White, J. G. Wheeler.

Injured workmen: Henry Stewart, L. V. Wheeler, James Ryals, Ed. Murrell, Elmer Midkiff.

All of the deaths were by drowning.

The president of the C. & O., Mr. George W. Stevens, and other officials of the road came to Huntington to lend their help, during the catastrophy, which was one of the worst in the history of the road.

The fireman of the locomotive, J. R. Cook, left the engine before the collapse of the bridge, and his life was saved.

#### Kenneth's Livery Stable Fire

A fire of extremely disastrous consequences started in the Kenneth livery stable, Third avenue, between 7th and 8th streets on an undetermined date in April, 1883.



The fire quickly consumed the structure, which was built of planks and in the upper, or "loft" portion of which was stored tons of hay.

At the time the fire started, Mr. John Kenneth had gone to the wharf to meet a boat on which he expected a cargo of horses. The stable was conducted as a sales stable as well as livery. The fire was discovered, but not at an early moment, by Mattie Moore, a colored woman who lived in the vicinity, who gave the alarm.

The flames were soon beyond control and spread to adjoining buildings. The Kenneth residence, which was alongside, together with the major part of the contents was quickly divoured by the flames. Also they spread across the alley which ran between Second and Third avenues, and before the fire could be halted, all of the buildings on Second Avenue between 7th and 8th streets, were consumed.

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The Hanging of "Sam"

One of the early sensations of the town was the hanging, by a mob, at Barboursville, of a negro named Sam Camden. Sam was charged with having committed an assault upon a young daughter of Kemp Hatfield, an early-day police officer.

Hatfield's home was located on the south side of Fourth Avenue, between 8th and 9th streets. It was in or about the house where the assault was alleged to have been committed.

Sam, which was the only name by which the negro was generally known, was duly charged and committed to the county jail, at Barboursville. On a following night a mob, said to have consisted of about thirty men commandeered a C. & O. engine, of which James Cornelius was engineer and James Ridenbaugh, fireman, and in Superintendent Mallory's private car went to Barboursville to lynch the accused negro.

The jail door was rammed open with a scantling, and the negro was taken to a walnut tree located west of the town, and was hanged.

George F. Miller was sheriff at the time, and Anthony Shelton was jailer, but blame was attached to neither of them for the action of the furious mob.

Of course identity of the persons composing the lynching party was not revealed, but it has been hinted that some of them were well-known citizens.

A Peculiar Accident

The Huntington Argus, January 11, 1873, prints a story of a peculiar accident which occurred in Wayne County. At the funeral services conducted over the remains of Rev. Renben Booton, the floor of the assembly room gave way, precipitating the entire audience into the cellar. No one was seriously injured, but Mrs. Booton, widow of the deceased minister had her face cut when she fell against the corner of the coffin.

Attempted Robbery

In February, 1874, an attempt was made to rob the Bank of Huntington. During the night the teller of the bank, Robert T. Oney, who had sleeping quarters at the rear of the banking room, was awakened by unusual sounds. He discovered that some one was attempting to enter the banking room; also that another man was at his window and leaped out in pursuit of his visitor, but did not overtake him. At about the same hour some of the occupants of the Russell building, near 10th street, where John Hooe Russell, the cashier of the bank slept, were awakened by noises, and though those creating the disturbance were not discovered, the incident was considered to be associated with the effort to gain entrance to the bank. On the following morning a pill was found on the sill of the window that had been broken open. An analysis developed that the pill contained sufficient bichloride of mercury to destroy life in a short while.

### Central Land Company Offices Destroyed by Fire

The splendid three story brick building built by the Central Land Company for office purposes, and located at the south-west corner of Fourth avenue and 12th street, was totally destroyed by fire, Monday morning, March 29, 1875.

The fire was caused by a defective flue and spread from the third story, which was occupied as a lodge room by the Masonic and Knights of Pythias fraternities.

By prompt action most of the contents of the building were saved. The Hook & Ladder Company, just recently organized, was on hand and rendered splendid service.

The building was the pride of the city. It had been erected at a cost of about \$20,000. There was no insurance.

The second floor of the building was occupied by the Central Land Company offices, which included the offices of Col. D. W. Emmons and General John H. Oley, and the offices and workroom of the city engineer J. L. Thornburg.

Part of the first floor was occupied by the Breckenridge Presbyterian Church.

While fighting the fire, Mr. Oakley, freight agent of the C. & O. had his hand badly burned. Mr. Perkins, also working in the freight department of the C. & O. sustained burns. S. F. Dannela had his hand badly cut by the fall of slate from the roof. Two fingers were nearly severed. The spike of one of the hooks belonging to the Hook & Ladder outfit ran through Mr. Nutter's foot, inflicting a very painful wound.

The building was never rebuilt.

### Accidental Death of Henry Kelly

Henry Kelly, an exceedingly popular young shoe merchant, who operated a store on Third Avenue, between 9th and 10th streets, during the late-Eighties, by mistake swallowed a whiskey glass of aconite, and died instantly, in a Third avenue Drug store. Mr. Kelly was a son of John Kelly, and prior to coming to Huntington lived with his parents, in Ceredo.

### Big Sandy Railroad Accident

The "dummy" train of the Huntington & Big Sandy railroad met with an accident at Ceredo, in April, 1893, resulting in the death of Capt. J. C. McCreary, conductor of the train, and seriously injuring eleven passengers.

The Huntington & Big Sandy Railroad was a short line railroad, extending, as its name indicated, from Huntington to the Big Sandy river. It later became a part of the Baltimore & Ohio, Ohio River branch. The accident, which resulted so disastrously, was caused by the front car crashing into a derrick which stood alongside the



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track causing it to leave the track and plunge over the bridge. Walter Shelton, of this city, one of the early-time C. & O. engineers was the engineman and Henry Poole, fireman. Both were probably saved by the breaking of the coupling between the engine and coaches.

Walter Shelton is now a resident of Huntington, and is hale and hearty at the age of 83. Following the accident, Mr. Shelton left Huntington and for twenty years made his home in Detroit, Mich. and Cleveland, Ohio.

#### Hanging of Allen Harrison

Allen Harrison was hanged, November 18, 1892, for the murder of his sweetheart, Bettie Adams, at the Harrison home, near Ona.

The hanging, a legal execution, was done by Sheriff Edward Kyle, at the foot of 10th street, near Four Pole hill, in what is now the beautiful Ritter Park.

Fully five thousand spectators witnessed the execution. The Witnesses summoned by the sheriff to certify to the execution were A. A. Handley, Hiram Bloss, Lee Handley, R. M. McCallister, J. A. Emmons, George E. McDonald, P. G. Keller, Paul Evers, W. W. Gwinn, R. T. Kyle, Wm. Keefe, and Garland Buffington.

The sheriff adjusted the noose and county jailer Levi Jones strapped the prisoner's feet together. A prayer was offered by Rev. Richard Woods, at the conclusion of which sheriff Kyle sprung the trap, ending the life of the unfortunate prisoner.

A committee of doctors, consisting of doctors Row, Enslow, Stump, and Brandeberry, pronounced life extinct 18-1/2 minutes after the drop fell.

The trial of Harrison, which excited intense interest for many days was held before Judge Harvey. Messrs. John S. and Lace Marcum defended Harrison. Prosecuting Attorney Blackwood conducted the prosecution.

There was no doubt that Harrison killed Miss Adams. It was urged in the trial however, and many who listened continued to believe that Harrison's mind was impaired and that he was, therefore, not fully responsible for his act.

#### Accidents on Chesapeake & Ohio Ry. Bridge

The Chesapeake & Ohio Railway bridge spanning the Guyan river at 31st street, has three times been the victim of serious accidents, in two of which there was loss of life, attending.

The first accident occurred about 1878. The exact date cannot be learned. A west bound freight train was crossing the bridge when a car jumped the track, causing a span of the bridge to break through. Nine cars were precipitated into the river. The engine and the forepart of the train passed over the bridge safely. The rear portion of the train, having broken apart from the nine cars which fell to

to the river, did not leave the rails. None of the trainmen were injured.

The second accident was more disastrous. The date was Thanksgiving evening, 1889. In this accident the locomotive engineer, Vallery Freeman, of this city, lost his life. His engine was pulling an east bound freight train. When the heavy locomotive pulled onto the first span of the bridge on the west side, the span collapsed and the locomotive and a few of the front cars fell into the river. It was the opinion of those who investigated the accident that Mr. Freeman died from drowning. The fireman, Isaac Crump saved his life by taking advantage of the brief warning and jumping from the train. Mr. Freeman was a highly respected citizen of Huntington, and his death accassioned a severe shock to the community. Vallery Freeman was the father of Judge C. W. Freeman, well-known lawyer of Cabell County law.

The third bridge disaster occurred in the forenoon of January 1, 1913. The C. & O. had under construction a new bridge to accommodate a double-track. Fifteen workmen were employed on the bridge, at the time and seven of them were drowned. The Guyan river was at a high stage, and there was a big run of timber, part of which had lodged against the false-work on which the superstructure was being erected. Trains were crossing regularly, and close inspection gave no indication that the bridge was unsafe. A heavy freight train, drawn by engine No. 820 proceeded across the bridge. When the locomotive reached the middle span, without warning it collapsed, tearing out the false-work, and plunging the locomotive and all the bridge workers into the raging stream beneath.

The trainmen had been warned against riding the train while crossing and all except the engineer, E. V. "Shorty" Webber, of Russell, Kentucky, accepted the advice. His reply to the suggestion was "I'll ride this baby, anyway." The seven bridgeworkers who lost their lives were:

E. V. Webber, Emmett Wood, Charles Maddy, Charles Coyner, James Crawford, Henry "Jaybird" White, J. G. Wheeler.

Injured workmen: Henry Stewart, L. V. Wheeler, James Ryals, Ed. Murrell, Elmer Midkiff.

All of the deaths were by drowning.

The president of the C. & O., Mr. George W. Stevens, and other officials of the road came to Huntington to lend their help, during the catastrophe, which was one of the worst in the history of the road.

The fireman of the locomotive, J. R. Cook, left the engine before the collapse of the bridge, and his life was saved.

#### Kenneth's Livery Stable Fire

A fire of extremely disastrous consequences started in the Kenneth livery stable, Third avenue, between 7th and 8th streets on an undetermined date in April, 1883.

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The fire quickly consumed the structure, which was built of planks and in the upper, or "loft" portion of which was stored tons of hay.

At the time the fire started, Mr. John Kenneth had gone to the wharf to meet a boat on which he expected a cargo of horses. The stable was conducted as a sales stable as well as livery. The fire was discovered, but not at an early moment, by Mattie Moore, a colored woman who lived in the vicinity, who gave the alarm.

The flames were soon beyond control and spread to adjoining buildings. The Kenneth residence, which was alongside, together with the major part of the contents was quickly devoured by the flames. Also they spread across the alley which ran between Second and Third avenues, and before the fire could be halted, all of the buildings on Second Avenue between 7th and 8th streets, were consumed.

The fire was stoutly fought by the small fire force of the time, and by hundreds of volunteers, as well. During the progress of the fire, a well-known young man about town, Mr. George Blackburn, suffered injuries, from which he died about a month later. He was standing on the roof of a small building, at the corner of Second avenue and 8th street, when it collapsed and precipitated him to the lower floor. John Sanborn and \_\_\_\_\_ Wray were also severely injured.

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One trotting race horse, named "Jim Crow" owned by John Kenneth, was also lost. "Jim Crow" had won many races when entered in races at the various Fairs, and was a favorite with all the local lovers of horseflesh, especially those sportively inclined, many of whom had won considerable money on him.

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## STREET RAILWAY SERVICE

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At the meeting of council held May 2, of that year, F. B. Enslow, appearing for Mr. Caldwell, presented an ordinance for enactment giving to Mr. Caldwell the exclusive right to build a system of street railways on all the streets and avenues of the city, the franchise to continue, tax-free for the term of fifty years.

The ordinance was referred for consideration to the committee on Streets, and councilmen Ely Ensign and George F. Miller were added to the committee, a special meeting was fixed for May 23 to have the report of the committee, and to give further consideration to the proposed franchise. The recorder was directed to have 150 copies of the proposed ordinance printed for circulation among the citizens. For further preparation, city engineer Thornburg was directed to make an estimate of the cost of grading Third Avenue from 24th street to Guyandotte.

The council records disclose that at the special meeting held on the 23rd of May, the committee made a report on the Caldwell ordinance, with certain suggested amendments.

At the same time a rival ordinance was proposed by Messrs. Amos C. Creider, W. H. H. Holswade, J. H. Cammack, R. A. Mathews, R. B. Kinchello, W. H. Bull and C. L. Thompson. In this ordinance it was proposed to build the Third avenue line from 1st street to Guyandotte, while the Caldwell proposal was to build it from 7th street to Guyandotte.

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The subject was next reported upon at the meeting of council held August 1, 1887. At this time T. E. Stout appeared as the representative of Caldwell and submitted the withdrawal of the previously proposed ordinances and submitted a new one, evidently a compromise, giving to Caldwell and associates the right, for twenty-five years, to construct and operate a railway on Third Avenue, from 7th street to Guyandotte, with privilege reserved to city of purchasing the property after ten years. The council agreed, by a vote of six to five provided Caldwell would open and grade Third avenue, above 24th street, at his own expense. The proviso left the matter unsettled. Mr. Caldwell did not agree, and the settlement was left

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Thus, authority was consummated to place in operation the first street railway in the United States to be operated by electric power.

It appears that the Caldwell organization took over, for the purpose of operation the Huntington Electric Lighting Company, which was chartered by the State June 21, 1884, the incorporators of which were R. A. Mathews, (president), W. H. H. Holswade, A. B. Palmer, Lem G. Brown, Robert Slone and B. W. Foster.

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A combination of the two lines being desirable, a company was organized, and a charter obtained for the Consolidated Light and Railway Company. The capital stock was fixed at \$1,000,000. The name was changed January 27, 1912, to Consolidated Light, Heat & Power Company, prior to which time the company had abandoned the operation of the railroad, which had been taken over by the Ohio Valley Electric Railway Company, in 1899. Subsequently, the Camden Interstate Railway Company acquired ownership. The company was controlled by Johnston N. Camden, of Parkersburg, who had become attracted by the prospects of the fast-growing city. This change occurred in December

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BY Wiatt Smith

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## The Huntington Ferry

The ferry boat plying between Chesapeake, and Huntington, has always contributed \_\_\_\_\_, to the prosperity of this city. The landing, on the Ohio side, however, has not always been known as Chesapeake.

For many years, it was designated, on the river map, as Rockwood. Prior to that time, of the incorporation of Huntington it was known, as "Frampton's Landing"

The first ferryboat plying between the two landings, was the "New Castle." The Huntington landing, at that time, was at the foot of Seventh Street. The float, at which the New Castle landed, on the West Virginia shores, was incidentally, a bully place to go swimming during the summer months.

And, it happening that the ferry made a practice of spending its nights, on the Ohio side. The Seventh Street float was so dedicated and consecrated.

The owners of the New Castle were the Frampton Brothers. They also woned and operated a general merchandise store, in a two-story brick fuiliding still standing in the former town of Rockwood. (Now Chesapeake, Ohio)

The ownership of the New Castle was changed, from Frampton Bros., to Gail and Frampton, and later, to Ilce Frampton.

The "New Castle" was succeeded by the "Fransfer," owned by Capt. Crawford, and later, by Dick Eaton, and Capt. Flesher, J. W. Nable at one time, owned and operated the Transfer.

## The Huntington Ferry

The ferry boat plying between Chesapeake, and Huntington, has always contributed \_\_\_\_\_, to the prosperity of this city. The landing, on the Ohio side, however, has not always been known as Chesapeake.

For many years, it was designated, on the river map, as Rockwood. Prior to that time, of the incorporation of Huntington it was known, as "Frampton's Landing"

The first ferryboat plying between the two landings, was the "New Castle." The Huntington landing, at that time, was at the foot of Seventh Street. The float, at which the New Castle landed, on the West Virginia shores, was incidentally, a bully place to go swimming during the summer months.

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The ownership of the New Castle was changed, from Frampton Bros., to Gail and Frampton, and later, to Ilce Frampton.

The "New Castle" was succeeded by the "Transfer," owned by Capt. Crawford, and later, by Dick Eaton, and Capt. Flesher, J. W. Nable at one time, owned and operated the Transfer.



The landing place was removed, in recent years to the foot of Tenth Street.

The ferry boat did not surrender to the God of Progress, until the building of the bridge across at this point. On the contrary, its owners were firmly resolved that they would not capitulate. The prices of transportation were re-adjusted below the charge, on the bridge, and the boat carriers on the trade as formerly.

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87

- THE HUNTINGTON FERRY. -

By George C. McIntosh.

The ferry boat plying between Chesapeake and the City of Huntington has always contributed conspicuously to the prosperity of the city. The landing on the Ohio side, however, has not always been known as Chesapeake. For many years it was designated on the river map as Rockwood. Prior to that time and at the time of the incorporation of Huntington it was known as Frampton's Landing.

The first ferry boat plying between the two landings was the "New Castle". The Huntington landing was at the foot of Seventh Street. The float at which the New Castle landed, on the West Virginia shore was, incidentally, a bully place to go swimming during the summer months; and it happening that the ferry made a practice of spending its nights on the Ohio side, the Seventh Street float was so dedicated and consecrated.

The owners of the New Castle were the Frampton Brothers. They also owned and operated a general merchandise store in a two-story brick building, still standing, in the former town of Rockwood.

The ownership of the New Castle was changed from Frampton Brothers to Gail & Grampton, and later, to Ike Frampton.

The New Castle was succeeded by the "Transfer", owned by Honshell & Crawford, and later on, The "City of Huntington" owned by Capt. Crawford, and later by Dick Eaton and Capt. Flesher.

J.M. Noble at one time owned and operated the "Transfer".

The landing place was removed in recent years to the foot of Tenth Street.

83

The ferry boat did not surrender to the God of Progress with the building of the bridge, which spans the Ohio at this point. On the contrary, the owners were firmly resolved that they would not capitulate. The prices of transportation were re-adjusted below the charge on the bridge, and the boat carries on its trade, as formerly.

### The Saturday Night Bath.

The old fashioned, old timed joke about the Saturday night ball on which a thousand and one changes have been made sung by the wags, and which has lived to furnish a moment of amusement over the radio, was no joke at all in the olden days when Huntington was going through the formative period.

It was a stern reality. The old time equipment was a curious looking outfit. The tub was shaped much like an ordinary tub, at the bottom, much in shape like the garden lilly. Usually they were tinted in light colors and on them were painted a picture of some sort, to impart, no doubt, a touch of artistry to the somewhat unbecoming procedure that was badly being consummated.

As the alledged jokes would infer, the taking of a bath was more than an ordinary circumstance. It was an event, or maybe an epoch.

The kitchen was usually the location as is now said in the cinema world, all the water buckets were filled in advance, for the supply needed must be carried in from the well or cistern or the water barrels stationed under the spouts at the corners of the house. As upply was heated in the wash boiler. A towel was suspended within reach on the line. A cake of ivory soap lay handy for its part in the domestick ordeal. All the curtains were tightly drawn, so that no mischievious eye might steal a glance upon the monastenical privacy of the scene. This fugative idea arrises since it is unthinkable that any one of our erstwhile beauties would have pictures taken with half of the nude body exposed as the celebrated Belles of Hollywood frequently do.

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### The Bel Ami Flats

The Bel Ami Flats was just an apartment where some fellows lived, but in its day it was rated as one of the attractive institutions in the town. It thrived during the eighties and the early nineties- until a conquest by Cupid cut it down.

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93

The youth of the current generation will marvel at bath tubs and bath conveniences of such as they are now accustomed, simply did not exist at that time.

As late as the later part of the last century Huntington gentlemen partook of the accommodations publicly provided in the barber shops of that day. On Saturday nights and Sunday mornings patrons filled the shops and waited their turn. After each bath an attendant cleaned the tub and announced (next). Some of the ultra-ginicky, acting as though they might be used to better, brought their own towels.

The very first bath tub which can be recalled to memory was installed in a room in the old C & O depot on the river bank, after it had been vacated by the ticket office. A pipe running to the river furnished the water supply which was pumped, using the machinery applied to the hoisting of cars from wharf boat to the depot. This tub, precisely of the pattern of the ones now most commonly used, no doubt did service for Charley Hunter and others, whose duties were attached to the old depot.

An accommodating informant tells the writer of this yarn that the first bath tub to be installed in a private residence was in that of Frank B. Enslow. This came, of course, after water service was instituted. One after another of the homes thereafter quickly adopted them. Lewis 'Dad' Hawkins, a plumber, promptly installed one in his home. Now particular pains are taken to plan one or more bath rooms in residential structures, and they are fitted expensively, artistically, even luxuriously, to accommodate the convenience and taste, as well, of the tenants. But the old 'joke' villain still puns us.

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## Street Railway

The Huntington Belt Line Street Railway Company was granted a franchise to construct and operate a street railway, October 7, 1890. The organizers were C. L. Hafner, Jos. A. Tobin, R.A. Goodwin, F. L. Doolittle, Rufus Switzer and Charles E. Henry. The line was intended to run from 24th street, south to Eighth avenue; Eighth avenue from 25th street to 10th street; 10th street from Eighth avenue to Second avenue; Second avenue from 10th street to 7th street; Fourth avenue from 10th street to Johnston's Lane; 9th street from Second avenue to the alley along the C&O Railway right-of-way; also Sixth avenue from 1st to 16th street; from Sixth avenue to eighth avenue; 20th street from Eighth avenue to Twelfth avenue.

### (Notes)

Tripple-State, -1898, -Otto-Genner, -President, -H. C. Reeves, -Secretary and Treasurer, -J. A. Lambing, -General Manager, -Warfield-

First 9th street sewer built by H. L. Wright, December 6, 1887, paid \$1,331.60.

January 28, 1888, William F. James, principal, colored school, died. J. B. Caldwell elected.

Huntington Belt Line Street Railway - C. L. Hafner, Sr., President; F. L. Doolittle, Secretary and Treasurer. Directors: R. A. Goodwin, C. L. Hafner, Sr., F. L. Doolittle, F. F. McCullough, Rufus Switzer. Office & sheds east side 10th street near Seventh avenue.

Southern Bell Tel. Co. granted franchise July 13, 1891.

Mutual Tel. Co. H. E. Matthews - April 8, 1895.

Name of Dept. Water Works, 1888 - Cunningham.

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UTILITIES AND TRANSPORTATION

THE TRIPPLE STATE NATURAL GAS COMPANY

Incorporated May 5, 1898,  
Principal office Franklin, Pa.  
Authorized capital stock \$5,000,000.  
Dealing in natural gas and oil etc.  
Incorporators: F. M. Simpkins, D. D. Wallery,  
L. G. Brown, E. E. Uran, E. H. Sibley, all of Franklin.

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THE HUNTINGTON WATER COMPANY

December 29, 1886.  
Principal office Huntington, West Va.  
Supplying water for domestic, manufacturing, sanitary  
and fire purposes, etc.  
Authorized capital stock \$200,000.  
Incorporators:  
Wm. S. Kuhn, McKeesport, Pa.  
Jehn McIntyre, "  
J. F. Cockburn, Muncie, Ind.  
Toney Hefel, "  
D. B. Ludwick, "  
Decreased to \$5,000. May 9, 1918.  
Dissolved June 16, 1925.

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HUNTINGTON ELECTRIC LIGHT AND STREET RAILWAY CO.

Incorporated June 21, 1884.  
Principal office Huntington, W. Va.  
Authorized capital stock \$50,000.  
Incorporators:  
R. A. Mathews, Huntington, W. Va.  
W.H.H. Holswade, "  
A. B. Palmer, "  
Leon G. Brown, "  
Robert Shore, "  
B. W. Foster, "  
Change of name from HUNTINGTON ELECTRIC LIGHTING CO.  
June 13, 1888.  
No dissolution as far as our records show.

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HUNTINGTON ELECTRIC LIGHT & STREET RAILWAY COMPANY

Granted franchise January 4, 1888. R. A. Mathews  
first president. Succeeded by J. L. Caldwell.  
Line on Third Avenue from Seventh street to eastern  
extremity or any other street hereafter granted.  
Forty years from July 18, 1892 -

HUNTINGTON & BIG SANDY - July 3, 1890

HUNTINGTON BELL LINE STREET RAILWAY CO. - October 7, 1896

SOUTHERN BELL TELEPHONE CO. - Franchise July 13, 1891

H. E. MATHEWS AND ASSOCIATES MUTUAL TELEPHONE CO. - April 8,  
1895

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CONSOLIDATED LIGHT AND RAILWAY COMPANY

Incorporated July 14, 1892.

P. O. Office in Huntington, W. Va.

Capital stock \$1,000,000

Decreased to \$50,000 - April 30, 1901

Changed its name to CONSOLIDATED LIGHT HEAT & POWER COMPANY  
January 27, 1912.

Increased to \$530,000 November 1916

Increased to \$865,000 April 18, 1921 and was

Dissolved September 27, 1923.

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OHIO VALLEY ELECTRIC RAILWAY COMPANY

Incorporated Aug. 2, 1899. P. O. Huntington, W. Va.

Capital stock \$1,000,000

Change of name to CAMDEN INTERSTATE RAILWAY COMPANY  
December 17, 1900.

Increased to \$2,000,000.00 February 24, 1903.

Change of name to OHIO VALLEY ELECTRIC COMPANY - Feb. 18, 1908.

Increased to \$2,400,000.00 - Feb. 18, 1908

Incorporators: Thos. J. Bryan, Henry S. Cato, C. W. Wetts,  
H. C. Dundan, Jr., and Lindsay Vincent, Huntington, W. Va.

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HUNTINGTON & CHARLESTON RAILROAD COMPANY

Incorporated Feb. 24, 1904. P. O. Huntington, W. Va.

Capital stock \$20,000.

Dissolved by Decree of Court July 11, 1922 - non payment tax.

Incorporated: W. R. Thompson, E. M. Watts, T. J. Bryan,  
A. E. Bush, and Z. T. Vincent, all of Huntington, W. Va.

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Incorporators for Consolidated Light Heat & Power Co. are

J. L. Caldwell, C. L. Hafner, Sr. C. Molter, Rufus Switzer,  
Geo. N. Biggs, D. W. Emmons, J. A. Emmons, R. A. Matthews,  
B. W. Foster, Geo. F. Miller Jr. F. L. Doolittle,  
F. F. McCullough and D. G. Smith of Guyandotte, W. Va.

(Had to go to the Value for these)

### Huntington Fuel, Power and Lighting Company

A company was formed in 1887, known as the Huntington Fuel, Power and Lighting Company, having for a purpose the construction and operation of a gas works, to manufacture water gas.

At the April, 1888 meeting of the Council they were given an exclusive franchise to manufacture water gas, and to distribute it through the various streets, alleys and public grounds, for a period of 25 years.

The company was composed of M. S. Forbus, J. Thompson Brown, Thomas J. Brink, J. W. Verlander, LeRoy C. Brown, John A. Coybill, and B. T. Davis.

The company never availed itself of the franchise granted.

### Huntington Water Supply

John VanDyke was the original Huntington water works. He had some competitors, to be sure, but John was the main--what shall we say--the main main. John Van Dyke was one of the picturesque characters of the early day. Despite his lowly calling he always maintained the air of an aristocrat. Always, his clothing was kept in good order, and, almost always a geranium or other blossom pinned to his coat lapel. And quill toothpick between his teeth. His moustache was brown, matching, fairly well, the tan skin which his humble calling, followed in air and sunshine, bestowed.

His equipment consisted of a cart upon the top of which was attached a tierce, having a capacity of two barrels, a huge metal dipper, capable of dipping about two gallons of water, and a white horse. The cart was built high enough so that water would readily drain from the bottom of the tierce into the top of barrels. Not infrequently, during the late summer months, the family cistern would become exhausted, and John be requisitioned for a supply from the Ohio river.

John's price for fetching a tierce of water was fifteen cents, while for filling a cistern, the price was conditioned upon the size of the cistern.

After the city built cisterns along the streets to provide water for fire pumps, John and his competitors experienced a considerable increase of business. The council records covering that period show a uniform price of ten dollars for filling a cistern.

The individual cisterns, and there were hundreds of them scattered through the town, were supplied with Spring and Winter rains, which were drained from the dwelling roof by a system of spouting. The water was passed through a filter, which was of watertight construction, and filled with gravel and charcoal. The rule was to admit no rains after April. Later rains "produced wiggletails", so they said. Such reputation of May and June rains may have had the logic

of fact to sustain it, or, may have been calumnious propaganda passed around by John VanDyke.

There were, of course, many wells throughout the city, from which a water supply was derived, for family purposes. Five or six had been built at street corners for the use of adjacent property owners. To these a drinking cup was attached by a heavy chain. The cup was of thick lead, which made it possible for pedestrians,--at least, it made it possible for able-bodied pedestrians--to refresh themselves with a supply of cold water, as they passed along. There were, at the close of the seventies, at least ten or twelve such wells. The supposition was that the city council supplied these wells, but as to the first of them, at least, that is not correct.

The early records show that the council granted to L. D. Sanborn and the Bank of Huntington, the privilege of building one such well at the corner of Third Avenue and Twelfth street. Later, a similar privilege was given to Laidley & Johnston and others, at Third Avenue and Tenth street, and to C. U. Lallance and others at Third avenue and Eighth street.

The council, however, finding it not a bad idea, built other wells, at city expense. One such was at Fourth avenue and Eighth street, for the accommodation of citizens and the Fourth avenue school. This school had previously been supplied from the Jobe well, about a block distant. The council also built a well near the Third Avenue school, at about 22nd. street.

But, while Tennyson, in verses which linger, was able to locate a water supply of perpetual duration, the city of Huntington was not so destined. Which circumstance even those wedded to precedent will agree was fortunate.

The rapid growth and spread of the city early suggested the necessity of a better water system.

At the Council meeting held November 22, 1886, a franchise was granted to W. S. Kuhn and associates to lay mains through the streets and alleys, and to supply the city and the citizens with water. The council provided in the franchise that the lowest annual rate to any one customer should be \$5.00.

On December 29, 1886, the Secretary of State of West Virginia issued a charter authorizing the Huntington Water Company to do business, supplying water for domestic, manufacturing, sanitary and fire purposes. The authorized capital stock was \$200,000. The incorporators named in the charter were: W. S. Kuhn and John McIntyre, of McKeesport, Pa., and J. F. Cocburn, Toney Hefel and D. B. Ludwick, of Muncie, Indiana. This charter was dissolved June 16, 1925, when the company was transferred to its present owners.



## Gas Service

Without a single suspicion that hundreds of billions of cubic feet of natural gas was cooped-up, ready for useful service, a few hundred feet beneath the surface of the earth, Messrs. Davis and Albright applied to the city council, July 2, 1872, for a franchise for the erecting of a gas works.

Either the council was not favorably disposed or the applicants were unable to carry forward the project, as nothing came of it.

As a matter of fact, the lights of Huntington were dim, for many years, and the sole reliance for heat was bituminous coal, hauled to the alley-end of the lot, in carts.

A new order was inaugurated in 1889, when Mr. Otto Genner, of Erie, Pennsylvania, with the help of local capital, organized the Triple State Natural Gas Company, and introduced natural gas service in Huntington.

The supply was brought from the Warfield well, in Martin County, Kentucky, located adjacent to the Tug Fork of the Big Sandy river. The well had been sunk in a vain search for salt, which product was, at the time, more highly esteemed for commercial values. That happened many years before, and for many years subsequently the big gasser spouted its burning flame in the air. The owners served without appreciation of the vast loss they were sustaining by permitting the escape of the product natural fuel under the earth, nor of the waste as it affected comfort, convenience and utility.

A ten-inch pipe was laid from the Warfield well to this city, and distributing lines laid and other equipment installed, at an initial cost of about three million dollars.

Notwithstanding the value of the new fuel to manufacturers and householders, both accepted the new and convenient method of lighting and heating with a conspicuous measure of reluctance. The company carried advertisements in the local papers, covering many months presenting the advantages of gas service, and urgently soliciting a change-over, from coal.

Gradually, however, the citizens saw the light--and felt the heat,--and bargained for the service. And, just as quickly the city of Huntington took an upward turn both commercially and industrially. The following decade witnessed a distinct growth in population and the introduction of new factories.

The State of Indiana had had a short-lived experience with gas fuel. The fields had become exhausted after a few years, leaving stranded many industries--particularly glass manufacturers,--which now were on the outlook for a sure supply of gas. Their engineers and investigators were quickly persuaded that the outlook was favorably for an uninterrupted supply, and in they moved.

There is no contention that to the natural gas supply is due the whole credit for the immense growth of industry and population which started during the eighteen-nineties. But, certainly gas had its share in beckoning factories and population toward Huntington.

Mr. Lambert,

As you will note, the last two paragraphs say approximately the same thing. I have included them both, with the thought that you can mark out the unusable one.

C.McG



After forty years of exhaustion the natural gas supply still is dependable, and service not only to hold factories but likewise to invite them. The gas rates, while a subject of strenuous controversy can be said to be the cheapest scheduled in any city in the United States.

In 1896 (?) the Huntington Development and Gas Company was formed by Huntington capitalists with a rate of 5 cents per 1,000 cubic feet promised to manufacturers. Leases were taken on gas-producing lands in Lincoln and Logan counties and lines laid to pipe the product into the town. This glowing promise was, apparently, too much of a good thing. The company has continued through to this day, but the rates were, of necessity considerably increased, as time passed along. This company is now the property of the Columbia Gas & Electric Corporation, of New York, and is operated jointly with United Fuel Gas Company, also the property of the New York Corporation.

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THE TRIPPLE STATE NATURAL GAS COMPANY

Incorporated May 5, 1898,  
Principal office Franklin, Pa.  
Authorized capital stock \$5,000,000.  
Dealing in natural gas and oil etc.  
Incorporators: F. M. Simpkins, D. D. Wallery,  
L. G. Brown, E. E. Uran, E. H. Sibley, all of Franklin.  
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THE HUNTINGTON WATER COMPANY

December 29, 1886.  
Principal office Huntington, West Va.  
Supplying water for domestic, manufacturing, sanitary  
and fire purposes, etc.  
Authorized capital stock \$200,000.  
Incorporators:  
Wm. S. Kuhn, McKeesport, Pa.  
John McIntyre, "  
J. F. Cockburn, Muncie, Ind.  
Toney Hefel, "  
D. B. Ludwick, "  
Decreased to \$5,000. May 9, 1918.  
Dissolved June 16, 1925.  
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HUNTINGTON ELECTRIC LIGHT AND STREET RAILWAY CO.

Incorporated June 21, 1884.  
Principal office Huntington, W. Va.  
Authorized capital stock \$50,000.  
Incorporators:  
R. A. Mathews, Huntington, W. Va.  
W.H.H. Holswade, "  
A. B. Palmer, "  
Leon G. Brown, "  
Robert Shore, "  
B. W. Foster, "  
Change of name from HUNTINGTON ELECTRIC LIGHTING CO.  
June 13, 1888.  
No dissolution as far as our records show.  
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HUNTINGTON ELECTRIC LIGHT & STREET RAILWAY COMPANY

Granted franchise January 4, 1888. R. A. Mathews  
first president. Succeeded by J. L. Caldwell.  
Line on Third Avenue from Seventh street to eastern  
extremity or any other street hereafter granted.  
Forty years from July 18, 1892 -

HUNTINGTON & BIG SANDY - July 3, 1890

HUNTINGTON BELL LINE STREET RAILWAY CO. - October 7, 1896

SOUTHERN BELL TELEPHONE CO. - Franchise July 13, 1891

H. E. MATHEWS AND ASSOCIATES MUTUAL TELEPHONE CO. - April 8,  
1895

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CONSOLIDATED LIGHT AND RAILWAY COMPANY

Incorporated July 14, 1892.

P. O. Office in Huntington, W. Va.

Capital stock \$1,000,000

Decreased to \$50,000 - April 30, 1901

Changed its name to CONSOLIDATED LIGHT HEAT & POWER COMPANY  
January 27, 1912.

Increased to \$530,000 November 1916

Increased to \$865,000 April 18, 1921 and was

Dissolved September 27, 1923.

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OHIO VALLEY ELECTRIC RAILWAY COMPANY

Incorporated Aug. 2, 1899. P. O. Huntington, W. Va.

Capital stock \$1,000,000

Change of name to CAMDEN INTERSTATE RAILWAY COMPANY

December 17, 1900.

Increased to \$2,000,000.00 February 24, 1903.

Change of name to OHIO VALLEY ELECTRIC COMPANY - Feb. 18, 1908.

Increased to \$2,400,000.00 - Feb. 18, 1908

Incorporators: Thos. J. Bryan, Henry S. Cato, C. W. Watts,  
H. C. Dundan, Jr., and Lindsay Vincent, Huntington, W. Va.

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HUNTINGTON & CHARLESTON RAILROAD COMPANY

Incorporated Feb. 24, 1904. P. O. Huntington, W. Va.

Capital stock \$20,000.

Dissolved by Decree of Court July 11, 1922 - non payment tax.

Incorporated: W. R. Thompson, E. M. Watts, T. J. Bryan,

A. E. Bush, and Z. T. Vincent, all of Huntington, W. Va.

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Incorporators for Consolidated Light Heat & Power Co. are

J. L. Caldewell, C. L. Hafner, Sr. C. Molter, Rufus Switzer,  
Geo. N. Biggs, D. W. Emmons, J. A. Emmons, R. A. Matthews,  
B. W. Foster, Geo. F. Miller Jr. F. L. Doolittle,  
F. F. McCullough and D. G. Smith of Guyandotte, W. Va.

(Had to go to the Value for these)

### Huntington Fuel, Power and Lighting Company

A company was formed in 1887, known as the Huntington Fuel, Power and Lighting Company, having for a purpose the construction and operation of a gas works, to manufacture water gas.

At the April, 1888 meeting of the Council they were given an exclusive franchise to manufacture water gas, and to distribute it through the various streets, alleys and public grounds, for a period of 25 years.

The company was composed of M. S. Forbus, J. Thompson Brown, Thomas J. Brink, J. W. Verlander, LeRoy C. Brown, John A. Coybill, and B. T. Davis.

The company never availed itself of the franchise granted.

### Huntington Water Supply

John VanDyke was the original Huntington water works. He had some competitors, to be sure, but John was the main--what shall we say--the main main. John Van Dyke was one of the picturesque characters of the early day. Despite his lowly calling he always maintained the air of an aristocrat. Always, his clothing was kept in good order, and, almost always a geranium or other blossom pinned to his coat lapel. And quill toothpick between his teeth. His moustache was brown, matching, fairly well, the tan skin which his humble calling, followed in air and sunshine, bestowed.

His equipment consisted of a cart upon the top of which was attached a tierce, having a capacity of two barrels, a huge metal dipper, capable of dipping about two gallons of water, and a white horse. The cart was built high enough so that water would readily drain from the bottom of the tierce into the top of barrels. Not infrequently, during the late summer months, the family cistern would become exhausted, and John be requisitioned for a supply from the Ohio river.

John's price for fetching a tierce of water was fifteen cents, while for filling a cistern, the price was conditioned upon the size of the cistern.

After the city built cisterns along the streets to provide water for fire pumps, John and his competitors experienced a considerable increase of business. The council records covering that period show an uniform price of ten dollars for filling a cistern.

The individual cisterns, and there were hundreds of them scattered through the town, were supplied with Spring and Winter rains, which were drained from the dwelling roof by a system of spouting. The water was passed through a filter, which was of watertight construction, and filled with gravel and charcoal. The rule was to admit no rains after April. Later rains "produced wiggle tails", so they said. Such reputation of May and June rains may have had the logic



of fact to sustain it, or, may have been calumnious propaganda passed around by John VanDyke.

There were, of course, many wells throughout the city, from which a water supply was derived, for family purposes. Five or six had been built at street corners for the use of adjacent property owners. To these a drinking cup was attached by a heavy chain. The cup was of thick lead, which made it possible for pedestrians,--at least, it made it possible for able-bodied pedestrians--to refresh themselves with a supply of cold water, as they passed along. There were, at the close of the seventies, at least ten or twelve such wells. The supposition was that the city council supplied these wells, but as to the first of them, at least, that is not correct.

The early records show that the council granted to L. D. Sanborn and the Bank of Huntington, the privilege of building one such well at the corner of Third Avenue and Twelfth street. Later, a similar privilege was given to Laidley & Johnston and others, at Third Avenue and Tenth street, and to C. U. Lallance and others at Third avenue and Eighth street.

The council, however, finding it not a bad idea, built other wells, at city expense. One such was at Fourth avenue and Eighth street, for the accommodation of citizens and the Fourth avenue school. This school had previously been supplied from the Jobe well, about a block distant. The council also built a well near the Third Avenue school, at about 22nd. street.

But, while Tennyson, in verses which linger, was able to locate a water supply of perpetual duration, the city of Huntington was not so destined. Which circumstance even those wedded to precedent will agree was fortunate.

The rapid growth and spread of the city early suggested the necessity of a better water system.

At the Council meeting held November 22, 1886, a franchise was granted to W. S. Kuhn and associates to lay mains through the streets and alleys, and to supply the city and the citizens with water. The council provided in the franchise that the lowest annual rate to any one customer should be \$5.00.

On December 29, 1886, the Secretary of State of West Virginia issued a charter authorizing the Huntington Water Company to do business, supplying water for domestic, manufacturing, sanitary and fire purposes. The authorized capital stock was \$200,000. The incorporators named in the charter were: W. S. Kuhn and John McIntyre, of McKeesport, Pa., and J. F. Cocburn, Toney Hefel and D. B. Ludwick, of Muncie, Indiana. This charter was dissolved June 16, 1925, when the company was transferred to its present owners.

## Gas Service

Without a single suspicion that hundreds of billions of cubic feet of natural gas was cooped-up, ready for useful service, a few hundred feet beneath the surface of the earth, Messrs. Davis and Albright applied to the city council, July 2, 1872, for a franchise for the erecting of a gas works.

Either the council was not favorably disposed or the applicants were unable to carry forward the project, as nothing came of it.

As a matter of fact, the lights of Huntington were dim, for many years, and the sole reliance for heat was bituminous coal, hauled to the alley-end of the lot, in carts.

A new order was inaugurated in 1889, when Mr. Otto Genner, of Erie, Pennsylvania, with the help of local capital, organized the Triple State Natural Gas Company, and introduced natural gas service in Huntington.

The supply was brought from the Warfield well, in Martin County, Kentucky, located adjacent to the Tug Fork of the Big Sandy river. The well had been sunk in a vain search for salt, which product was, at the time, more highly esteemed for commercial values. That happened many years before, and for many years subsequently the big gasser spouted its burning flame in the air. The owners served without appreciation of the vast loss they were sustaining by permitting the escape of the product natural fuel under the earth, nor of the waste as it affected comfort, convenience and utility.

A ten-inch pipe was laid from the Warfield well to this city, and distributing lines laid and other equipment installed, at an initial cost of about three million dollars.

Notwithstanding the value of the new fuel to manufacturers and householders, both accepted the new and convenient method of lighting and heating with a conspicuous measure of reluctance. The company carried advertisements in the local papers, covering many months presenting the advantages of gas service, and urgently soliciting a change-over, from coal.

Gradually, however, the citizens saw the light--and felt the heat,--and bargained for the service. And, just as quickly the city of Huntington took an upward turn both commercially and industrially. The following decade witnessed a distinct growth in population and the introduction of new factories.

The State of Indiana had had a short-lived experience with gas fuel. The fields had become exhausted after a few years, leaving stranded many industries--particularly glass manufacturers,--which now were on the outlook for a sure supply of gas. Their engineers and investigators were quickly persuaded that the outlook was favorably for an uninterrupted supply, and in they moved.

There is no contention that to the natural gas supply is due the whole credit for the immense growth of industry and population which started during the eighteen-nineties. But, certainly gas had its share in beckoning factories and population toward Huntington.

After forty years of exhaustion the natural gas supply still is dependable, and service not only to hold factories but likewise to invite them. The gas rates, while a subject of strenuous controversy can be said to be the cheapest scheduled in any city in the United States.

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## Street Railway

The Huntington Belt Line Street Railway Company was granted a franchise to construct and operate a street railway, October 7, 1890. The organizers were C. L. Hafner, Jos. A. Tobin, R.A. Goodwin, F. L. Doolittle, Rufus Switzer and Charles E. Henry. The line was intended to run from 24th street, south to Eighth avenue; Eighth avenue from 25th street to 10th street; 10th street from Eighth avenue to Second avenue; Second avenue from 10th street to 7th street; Fourth avenue from 10th street to Johnston's Lane; 9th street from Second avenue to the alley along the C&O Railway right-of-way; also Sixth avenue from 1st to 16th street; from Sixth avenue to eighth avenue; 20th street from Eighth avenue to Twelfth avenue.

### (Notes)

Tripple-State, -1898, -Otto-Genner, -President, -Hr-Cr-Reeves, -Secretary-and-Treasurer, -J---Ar-Lembing, -General-Manager---Waxfield-

First 9th street sewer built by H. L. Wright, December 6, 1887, paid \$1,331.60.

January 28, 1888, William F. James, principal, colored school, died. J. B. Caldwell elected.

Huntington Belt Line Street Railway - C. L. Hafner, Sr., President; F. L. Doolittle, Secretary and Treasurer. Directors: R. A. Goodwin, C. L. Hafner, Sr., F. L. Doolittle, F. F. McCullough, Rufus Switzer. Office & sheds east side 10th street near Seventh avenue.

Southern Bell Tel. Co. granted franchise July 13, 1891.

Mutual Tel. Co. H. E. Matthews - April 8, 1895.

Name of Dept. Water Works, 1888 - Cunningham.

JAMES GANG'S ROBBERY  
OF BANK OF HUNTINGTON OCCURRED  
LATE IN 1875

Robert T. Oney, Cashier, Was Forced to Open Bank's  
Vault and Turn Over Cash Estimated  
at \$14,500 to Bandits

PICTURE CAPTION: Robbed by James Gang of \$14,500

The old Bank of Huntington, which stood  
at Third avenue and Twelfth street,  
robbed by members of the James gang of  
\$14,500 in September of 1875.

In late August or early September, 1875, a group of well dressed and well mounted strangers rode into Cabell county and stopped for a few days at the Isaac Crump home on the Kanawha & James river turnpike. Subsequently they dropped down into Guyandotte, where they stopped for a meal. Their appearance excited attention, but their good manners and well filled purses were such as to arouse not the slightest suspicion that they were members of the dreaded James gang.

On Monday, September 6, they descended upon the upon the Bank of Huntington, then standing near the corner of Twelfth street, on Fourth avenue, and committed a robbery which has never ceased to be a topic of conversational interest in Huntington. That they were members of the James gang was afterwards definitely established. Jesse James was not among them and there is uncertainty as to whether or not Frank James was in the party. Cole Younger was present and may have been the leader of the detachment.

On Early Afternoon

It was between the hours of 1 and 2 o'clock on that quiet Monday afternoon. General John Hooe Russel, president of the Bank of Huntington, had gone to lunch--dinner it was in those days--and Robert T. Oney, the cashier, was alone. Suddenly three men entered and, two of them springing over the counter, confronted Mr. Oney with drawn revolvers, ordering him to hold up his hands and keep perfectly still on penalty of having his brains blown out. Mr. Oney made a move toward his own gun but one of the bandits placed a muzzle against his temple and commanded him to deliver immediately all of the money in the bank. Mr. Oney told them there was about \$1,500 on the counter and that there was no more in the house.

The cashier used every artifice to gain time, telling them he didn't have a key to the vault, that Mr. Russel had taken it with him. A colored man entered the bank and the third member of the gang, acting as sentinel, forced him to stand with his face to the wall while the others went on with their work. They finally compelled Mr. Oney to open the safe and then rifled its contents. From Mr. Russel's desk they took his pistol.

### Returned His Money

They complimented the cashier on his courage and insisted on restoring to him an amount of money shown to be his by a credit slip on the counter.

Leaving the bank they compelled Mr. Oney to accompany them. As he stepped into the street he saw General Russel and B. T. Davis, the same who is now engaged actively in the drug business here, walking slowly down the avenue. He hoped they would discern the situation and give the alarm, but they did not.

An outside sentinel had compelled the silence of P. A. Powell, a grocer whose place of business was nearby.

While General Russel and Mr. Davis were approaching, the robbers directed their attention momentarily from Mr. Oney who raised his voice in a cry for help.

### Made for the Border

Springing into their saddles, the four men brandished their pistols in the air and galloped away, yelling like Comanches. They went up Twelfth street to Fourth avenue, thence to Tenth street and out Tenth street toward the hills, pressing for the Kentucky border.

The alarm was sounded and D. I. Smith, sheriff of Cebell county, and George F. Miller, his chief deputy, quickly organized for pursuit. The men were followed by two posses through the mountains of Kentucky into Tennessee where they were encountered.

They gave battle and one of their number, 'Bert' or Bud McDaniel was killed. Another man, known as Webb or Keen was arrested, brought to West Virginia and sentenced to the penitentiary for 20 years.

Most of the money, reported at the time to approximate \$14,500 was recovered.

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"Test Tournaments"

One of the dominant sports of the day when Huntington took its place on the map, was the "test tournament". Not only was it a popular form of sport, but became highly developed for the skill that was developed. Also, the event was invariably turned into fashionable fetes, where society turned out to witness the events and afterwards celebrated with festivals and dances.

Having passed out of the realm of sports as now observed, a description of the game, and how it was performed, may be of interest to the succeeding generations. This, it seems, is fairly well told in an announcement of a tournament which was held here on Friday, September 6, 1872. In one particular the announcement seems not fully explanatory. Five posts are set in line, thirty feet apart. At the top of the post an arm extends, from which is suspended a metal ring about two inches in diameter. These rings are to be taken by the Knights who enter the contest, upon a lance, which is carried vertically above the right shoulder of the contestant. The Knight gathering the largest number of rings in three "tilts", becomes the winner.

So popular was the sport that an organization was formed to arrange and conduct the tournaments. It was known as the Huntington Tournament Association. Usually, the contests were conducted adjoining the railroad tracks, at the foot of Thirteenth street. Here the ground gradually sloped from Third Avenue. The railroad tracks were elevated about six feet above the surface on the south side. So, a more or less natural amphitheater was formed for the advantage of spectators who gathered in large numbers for the spectacle.

In the event of September 6, 1872, the contest was won by D.E.S. Buffington, who was presented with a \$40.00 saddle, as a trophy. In the contest a tie occurred between D. Buffington and Jessie White, of Ceredo. In the run-off, D. Buffington won.

The following is the announcement of the contest, which states the conditions, and affords an insight into the game as it was played:

## TOURNAMENT

The Huntington Tournament Association--design holding a Grand Test Tournament on Friday, September 6th, under the following supervision:

D. Jos. D. Moncure, Marshall; T. J. Burke, Governor Morris,  
Aids: A. J. Enslow, George Cullen, Henry Kafer, Judges; A. J. Trice,  
Joseph Stewart, C. S. Tabb, Hearlds.

The following rules and regulations have been adopted:



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1st The Knights are allowed to assume any character they may select, and required to dress in appropriate costume. Those not assuming any particular character are required to appear in the following prescribed costume:

Black cap with white plume.

Red scarf with silver stars

White shirt, black pants, worn inside boots with spurs.

Each Knight procuring his own lance.

2nd All strange Knights appearing in costumes are cordially invited to enter the lists, and contend for the honors of the day.

3rd No married men shall be allowed to enter the list.

4th There shall be five rings suspended, thirty feet apart. Distance to be run, one hundred and twenty yards. Tilts, three. Time, ten seconds.

5th A queen of Love and Beauty, and four Maids of Honor are to be selected and crowned by the successful Knights.

6th A prize, consisting of an elegant saddle, shall be awarded by the Judges to the most successful Knight.

7th At 12 o'clock noon, the Knights shall form in front of Ware's hotel under the direction of the Marshall and his Aids, and proceed through the principle streets of the city to the grounds where the charge will be delivered, and the tilting commences at the conclusion of which the coronation ceremonies will be performed, and the prize awarded. The exercises of the day to be concluded with a grand Ball and supper. Published by order of the Board of Managers.

Prize - \$40.00 saddle won by D. E. S. Buffington. Contest was tie between D. E. S. Buffington and Jessie White of Ceredo. On run-off, D. E. S. Buffington won.

In connection with this tournament, Miss Nannie Lyde, of Richmond, Virginia, was chosen and crowned Queen of Love and Beauty; Miss Cessie, Lockland, of Bottetourt County, Va., Miss Sallie Keenan, of Guyandotte, and Miss Lida Moore, of Cattlesburg, Ky., were crowned Maids of Honor. Capt. Eustace Gibson delivered the coronation address.

In the following October, two Huntington entries in the tournament given at the State Fair, in Charleston, were winners. Isaac H. Mitchell, the Huntington Marshall, won first prize, and D.E.S. Buffington won third prize.

## STADIUM

A commodious and comfortable concrete stadium, capable of seating a crowd of twelve to fifteen thousand spectators, now accommodates the cheering multitudes that gather to witness the football contests between the schools and colleges. And, it is frequently filled to capacity. It was built just a few years ago but of a combination of city and state funds.

Football, as a school sport, is a development of recent years. As a game it is not so very old.

Interest in football was first developed in Huntington along about 1895. At least, that is the date of the organization of the first football team. It was not a school team, but was composed of the young athletes of the city, among whom had been born an appetite for the new form of sport.

A picture of the first team has been preserved and affords a fair likeness to the young men comprising the team. They are: John B. Lallance, L.T.; William Simons, R.G.; Harry S. Potts, R.T.; Howard Gibson, R.E.; Guy Perkins, L.H.; Howard Palmer, R.H. (Captain); Bernard Myers, Q.B.; William Collison, L. E.; John Durkin, L.G.; Arthur Peabody, R.G.; "Puggy" Jones, C.; Tom Davis, R.G.; Jim Verlander, F.B.

The coach was William H. Groverman, of Baltimore, who had just finished, at Lehigh University. He came to Huntington, in 1894, to accept an employment at the C&O shops. He was skilled in the sport, and doubtless had much to do with kindling enthusiasm for it among the Huntington athletes.

The team was named the "Independents." They made their schedule through challenges issued to neighboring cities and towns. Cattlettsburg, Ashland, Ironton, Portsmouth, Parkersburg, were among those scheduled. The rivalry between the Independents and Parkersburg became so keen that, in the end, the games were played on neutral grounds to avoid exhibitions of violence. Robert T. Adams, of the Adams Advertising Agency was business manager. The games were played on the Acme Ware ball field, then located off Eighth avenue, at about 17th or 18th street.

Mr. Groverman, the coach, was afterward located by the C.&O. at Pullman, Ill., his duties being to inspect the cars built for use on that road. He then became attached to the Deadwood Mining Co., and was located at Deadwood. Later, he worked in the lead fields of Missouri, and was located at Joplin, Mo. His next employment was with the Island Creek Coal Company and was in charge of sales at Detroit and at Minneapolis. While working for the Island Creek Coal Company, he died at Grand Rapids, Michigan. During the war he was located in Washington, with the Fuel Administration, representing the Dock Operators Association. Mr. Groverman was married in 1901 to Miss Belle Marr, of Cattlettsburg.

"Test Tournaments"

One of the dominant sports of the day when Huntington took its place on the map, was the "test tournament". Not only was it a popular form of sport, but became highly developed for the skill that was developed. Also, the event was invariably turned into fashionable fetes, where society turned out to witness the events and afterwards celebrated with festivals and dances.

Having passed out of the realm of sports as now observed, a description of the game, and how it was performed, may be of interest to the succeeding generations. This, it seems, is fairly well told in an announcement of a tournament which was held here on Friday, September 6, 1872. In one particular the announcement seems not fully explanatory. Five posts are set in line, thirty feet apart. At the top of the post an arm extends, from which is suspended a metal ring about two inches in diameter. These rings are to be taken by the Knights who enter the contest, upon a lance, which is carried vertically above the right shoulder of the contestant. The Knight gathering the largest number of rings in three "tilts", becomes the winner.

So popular was the sport that an organization was formed to arrange and conduct the tournaments. It was known as the Huntington Tournament Association. Usually, the contests were conducted adjoining the railroad tracks, at the foot of Thirteenth street. Here the ground gradually sloped from Third Avenue. The railroad tracks were elevated about six feet above the surface on the south side. So, a more or less natural amphitheater was formed for the advantage of spectators who gathered in large numbers for the spectacle.

In the event of September 6, 1872, the contest was won by D.E.S. Buffington, who was presented with a \$40.00 saddle, as a trophy. In the contest a tie occurred between D. Buffington and Jessie White, of Ceredo. In the run-off, D. Buffington won.

The following is the announcement of the contest, which states the conditions, and affords an insight into the game as it was played:

## TOURNAMENT

The Huntington Tournament Association--design holding a Grand Test Tournament on Friday, September 6th, under the following supervision:

D. Jos. D. Moncure, Marshall; T. J. Burke, Governor Morris, Aids; A. J. Enslow, George Cullen, Henry Kafer, Judges; A. J. Trice, Joseph Stewart, C. S. Tabb, Hearlds.

The following rules and regulations have been adopted:

1st The Knights are allowed to assume any character they may select, and required to dress in appropriate costume. Those not assuming any particular character are required to appear in the following prescribed costume:

Black cap with white plume.

Red scarf with silver stars

White shirt, black pants, worn inside boots with spurs.

Each Knight procuring his own lance.

2nd All strange Knights appearing in costumes are cordially invited to enter the lists, and contend for the honors of the day.

3rd No married men shall be allowed to enter the list.

4th There shall be five rings suspended, thirty feet apart. Distance to be run, one hundred and twenty yards. Tilts, three. Time, ten seconds.

5th A queen of Love and Beauty, and four Maids of Honor are to be selected and crowned by the successful Knights.

6th A prize, consisting of an elegant saddle, shall be awarded by the Judges to the most successful Knight.

7th At 12 o'clock noon, the Knights shall form in front of Ware's hotel under the direction of the Marshall and his Aids, and proceed through the principle streets of the city to the grounds where the charge will be delivered, and the tilting commences at the conclusion of which the coronation ceremonies will be performed, and the prize awarded. The exercises of the day to be concluded with a grand Ball and supper. Published by order of the Board of Managers.

Prize - \$40.00 saddle won by D. E. S. Buffington. Contest was tie between D. E. S. Buffington and Jessie White of Ceredo. On run-off, D. E. S. Buffington won.

In connection with this tournament, Miss Nannie Lyde, of Richmond, Virginia, was chosen and crowned Queen of Love and Beauty; Miss Cessie, Lockland, of Bottetourt County, Va., Miss Sallie Keenan, of Guyandotte, and Miss Lida Moore, of Cattlesburg, Ky., were crowned Maids of Honor. Capt. Eustace Gibson delivered the coronation address.

In the following October, two Huntington entries in the tournament given at the State Fair, in Charleston, were winners. Isaac H. Mitchell, the Huntington Marshall, won first prize, and D.E.S. Buffington won third prize.



## STADIUM

A commodious and comfortable concrete stadium, capable of seating a crowd of twelve to fifteen thousand spectators, now accommodates the cheering multitudes that gather to witness the football contests between the schools and colleges. And, it is frequently filled to capacity. It was built just a few years ago but of a combination of city and state funds.

Football, as a school sport, is a development of recent years. As a game it is not so very old.

Interest in football was first developed in Huntington along about 1895. At least, that is the date of the organization of the first football team. It was not a school team, but was composed of the young athletes of the city, among whom had been born an appetite for the new form of sport.

A picture of the first team has been preserved and affords a fair likeness to the young men comprising the team. They are: John B. Lallance, L.T.; William Simons, R.G.; Harry S. Potts, R.T.; Howard Gibson, R.E.; Guy Perkins, L.H.; Howard Palmer, R.H. (Captain); Bernard Myers, Q.B.; William Collison, L. E.; John Durkin, L.G.; Arthur Peabody, R.G.; "Puggy" Jones, C.; Tom Davis, R.G.; Jim Verlander, F.B.

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"The Immortal" J. N.

Ever and anon, during the budding season of Huntington's growth, there came to town a man known to the time as "The Immortal" J. N. So, his name appeared upon the hotel registers and upon his advertising posters. His name was J N Free, but whither he came, further than that he was a product of the state of Ohio, is not recalled, if ever known.

Certainly, he took his name seriously, because he never paid for any thing or any service. He founded the school from which "One eyed Couley" so smilingly flunked. His pocket book was filled with railroad passes covering most of the country. But when he affixed his name to the hotel register, and he invariably stopped at the best of them, the host knew perfectly well that he was entertaining a guest as differentiated from a "patron".

The lodging disposed of, his next movement was to the office of a newspaper, where he placed an order for posters. The posters carried an announcement that "The Immortal J. N." would deliver a lecture on a certain night, at the city hall, on the subject--- raise the pressure---. Sometimes the subject would be changed to--- Lifting the Veil--- depending, of course upon which subject he was not going to talk upon. For, he never appeared at the city hall, though a crowd might be awaiting, and he never delivered a lecture.

The printer knew, through the informative process of experience that the posters would not be paid for. Sometimes, in fact, they would not be called for. During his stay "The Immortal J. N. " would join crowds on the streets, or form them, to engage in conversation upon the subjects engaging them, or invent subjects of interest for discourse.

J. N. was always dressed in clothes up to the minute in style and was in certain ways, an attractive personality.



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- COL. MARK POORE -

By George C. McIntosh.

Captain Mark Poore, with his wife, came from one of the New England states to Ceredo, before the war and engaged in business. With the proclamation of war, he enlisted in an Ohio Company, in the Union army, and became a Captain. He is reputed to have been a courageous and efficient soldier. He was a descendant of General Moore, who commanded a regiment in the Revolutionary war.

Captain Poore came to Huntington immediately upon the organization of the city, opened offices, and engaged in the fire insurance business. Doubtless, this was the first insurance agency in the new town. Later, he became an authorized pension attorney, and acted for practically all of the earlier applicants for Federal pensions in this section. Capt. and Mrs. Poore, for many years occupied the half of a double residence situated on the site of the Homrich Jewelry store, 9th st. between 3rd and 4th Avenues. The other half was occupied by General Breslin and wife. Mr. and Mrs. Poore were members of the Congregational church. Mrs. Poore died \_\_\_\_\_ and Captain Poore passed away \_\_\_\_\_. They were without children.

- SAM GIDEON -

By George C. McIntosh.

Sam Gideon's clothing store, published<sup>cised</sup> as "The store that was born with Huntington", may not have been the first clothing store to be operated in the city, but it was one of the first three or four.

Mr. Gideon came to this city in May, 1872, the town then being less than a half year old. He at once ~~bought~~<sup>built</sup> a combination store and residence building Fourth Avenue, , thirty feet off of Tenth Street.

CAPT. WASH HONSHALL

By George C. McIntosh.

Capt. Wash Honshell was Superintendent of the C & O. line of steamers operating between Cincinnati and Huntington, during the 1870s. The Boston and Fleetwood comprised this line. Capt. Honshell was also Superintendant of a line of White Collar steamers in the Cincinnati-Pomery trade.



By Don W. L.  
1-24-56

## Steamboating

Steamboating was at the height of its glory and excellence at the time the city of Huntington was founded, in the year 1872. The steamers, their plying back and forth, were constructed for speed, capacity and comfort. Travel and transportation by steamer was quite the thing. It was quite the only thing. Travel by boat to meet business engagements, to visit with friends, to enjoy a honeymoon, to have a party excursion was the order of the day, and such a delightful order. All along the Ohio river, to have a steamboat was the only means of rapid transportation. Not a railroad in sight, except as the steamers ran beneath the few railroad bridges at a few points along the route, Louisville, Cincinnati, Parkersburg, Wheeling, Pittsburg. No line of railroad paralleling the river from head to north. Perhaps the readers would be interested in reviewing the history of steamboating along the Ohio. For the facts connected, acknowledgment is made to the Hon. Virgil L. Lewis, whose historical writings of West Virginia mark him one of the most intelligent, as well as one of the most useful men in this state has produced, rest his soul.

The school boy, in his early grades, has learned that James Rumsey invented and placed in motion the first steamboat in the beautiful waters of the Potomac river, near Shepardstown, at a point separating the <sup>Mother</sup> northern state, by from Maryland. The young student, before reaching his teens, knows that Rumsey was a blacksmith with a brilliant mind. He has read or heard of the great courage, mixed with skill and perseverance, which attended the ordeal of making a craft under steam. Maybe or not, he knows that George Washington traveled to Shepardstown and witnessed the actual demonstration of Rumsey's completed work.

1

Mr. Lewis presents a communication, written by George Washington, witnessing the event, in which the father of his country wrote--"I have seen the model of Mr Rumseys boat constructed to work against the stream", examined the power on which it acts, been an eye witness to an actual experiment in running waters of rapidity, and give it, as my opinion--although I had little faith before--that he has discovered the art of working boats by mechanism and small manual assistance against rapid currents.--that the discovery is of vast importance in our inland navigation". This statement is made "under my hand and seal, in the town of Bath, in Berkeley county, in the state of Virginia, this 7th day of Sept. 1784", and signed by George Washington.

The actual developement of river transportation was consummated by Robert Fulton, his experiments and acknowledgements having been on the Hudson river. There he constructed first, the Clermont, which was later enlarged and changed to the North river. The Clermont's first voyage of 50 miles was started Aug. 7th 1807. In 1807 Fulton, also, built the Ravitan and started building the car of "Neptune".

The fourth boat, it was determined by Fulton, should be constructed and operated on western waters. Accordingly, Nicholas R Roosevelt, a civil engineer, was sent to Pittsburg to navigate the Ohio river and make reports on its adaptability for river transportation. Mr Roosevelt, recently married, brought his bride along, arriving in May 1809. In Pittsburg, he caused to be created a flat boat on which to float down the stream, make soundings and observations upon the stream and the resources of the country traveled. This time, be it remembered, was before Ohio became a member of the Union. Chicago had not been founded. Wheeling and Cincinnati were but villages.

Roosevelt's report of his trip to New Orleans so pleased the projectors that they immediately directed the construction of a boat, at Pittsburg, and sent Mr Roosevelt to take charge of the building and operation. The plan was furnished by Fulton. It was to have a hull 116 feet long and 29 foot beam. New York workmen came to construct the engine which was to have a thirty four inch cylinder, and boiler to be in proportion. The haw knees, ribs and beams were cut along the shore of the Monongahalia and floated to the shipyard.

It required about two years labor to complete the boat, at a cost of 38.000 dollars, after which it was launched and christened the "New Orleans". During the progress of the building, Mrs Roosevelt was at the side of her husband, and upon the initial trip, over the protest of her friends, she joined in the voyage. The voyage down the Ohio was started Sept. 27th 1811. Almost the entire population assembled at the wharf to witness the great historical adventure, and bade them God-speed.

This wonder of mechanics made the astonishing rate of ten miles down the stream. At Cincinnati and Louisville great receptions were held. Twodays had been required to move from Pittsburg to Cincinnati. At Louisville, Capt. Roosevelt decided to return the favor of the reception given, and invited the party to visit him. After they were aboard, he quietly issued orders to cut loose, and take the party on a trip. When in a moment it was learned from the thundering noise and confusion that the boat was a-drift and moving, the demonstration amounted almost to a panic. The guests were greatly alarmed, but were restored to quiet and confidence, when assured they were traveling in a direction opposite from the falls.

Receptions given the "New Orleans" and her gentlemen crew

at Natchez and New Orleans, surpassed almost any that had been known at those cities. Unfortunately, those making the craze have not been recorded in the history of the river. That of the Capt. is not known to fame, as it should have been registered. The engineers last name was Baker. The pilot was Andrew Jack. There were six deck hands, two female servants, a male servant a cook and a large New Foundland dog, known to those on board as "Tiger". The "New Orleans" remained in the New Orlean and Natchez trade. A report on the first years buisness, shows that reciept on the upward trips, had averaged for freight \$700.000 and the passenger money \$900.000. The expence average was \$6, 906 a month. The net gain for the year was placed at 20.000. The net value of the boat was placed at \$40.000. This was the humble, though auspicious begining of steamboating on the Ohio, and Mississippi rivers, which as was said at the start, was at the "height-and-glory" <sup>of its</sup> "and excelence" along about 1870. The boats plying their trade by way of Huntington, in 1872, gathering the information by way of advertisements, carried the huntington papers, and personal information, included the following./ The Bostona, operating between Cincinnati and Pomeroy, a White collar line steamer, connected with the C & O railroad Co, with Capt. Bryson in charge.

The Fleetwood, a sister steamer, in charge of Capt. J. T. Campbell.

The Telegraph, also a white collar ling, in charge of Capt. Wash Houshell.

The Ohio no 4, Capt. F. Y. Bathelor, Cincinnati, Huntington and Pomeroy.

The J. C. Crosley, Capt. Geo. W. Bay, G. W. Ball, clerk, Proctorville and G  
reenun.

Julia no 2, J. V. Reynolds, master--J. H. Statton, clerk--  
Cincinnati and Kanawha river.

The Chesapeake, William Bay, Capt., H. W. Swellman,  
clerk., Ironton and Gallipolis.

The Fannie Dugan, a mail boat--A. J. McAllister, Capt.--  
Frank Morgan, clerk, Portsmouth and Guyandotte.

The Emma Graham, J. U. Williamson, master, Nat Earhart,  
clerk, Parkersburg and Huntington.

The Granite State, W. H. Kerr, Capt. --W. J. C? clerk,  
Pittsburg and Portsmouth.

The Andes, )) takes place of steamer "Major Anderson"--Cincinnati and Pittsburg.

The Annie Laurie, --said to have had the most musical whistle  
on any steam boat of the Ohio river-- operated between Cincinnati  
and Charleston.

Other steamers operating during the early days of Huntington,  
but which left in the newspaper prints no statistical information,  
included,--The St. James, the Patomas, the St. Lawrence, yhr  
the Louise, the Minnie Bay, the B. T. Enos, the Big Sandy---  
white collar--- the Scotia, the Hudson, the Queen City, the  
Buckeye State, the Shirley, the Sciota,---Mail boat---the Key-  
stone State, the Katie Stockdale, the W. N. Whancellor, the  
Henry M. Stanley, the Virginia, the Lizzie Johnston, the City  
of Ironton, the Nora Belle, the Billy Collins, Ironton, Pom-  
eroy, mail packet, the St. James, Capt. H. H. Drawn.  
Capt. Wash Houshell was in charge of the White collar steamers.

The Enos for many years, with Capt. Brown- Boone in charge,  
and Alex Suiter and another, as pilots, and belonging to the  
Bay brothers, operated the trade between Huntington and Gallipolis

It was the mail boat and made daily trips. Samuel McCoy was, for many years, the mail agent. He and George R. McIntosh, rail way mail agent, exchanged places about 1883.

Among the old time river men to become attached to Huntington after leaving the river service, are recalled.--Messrs. Gus Houshell, Frank D. Fuller, Samuel Hawk, C. O. Dusenberry, Samuel McCoy, J. M. Polsley, Gene Campbell, William and Henry <sup>W</sup> Batters, Capt. Edw. Maddy, James and Gus Martindale, Gene Gwinn, Oscar Jones, Samuel Maddy, William Holloway, Clayton Crawford, Robt. McAllister, Gus Simmons, Frank Morgan, James and Ellis Mace, Cal Handley, Capt. John Parsons, W. P. Walker, Ira Harold, Frank Roth, Frank Nichols, Joe Shepherd, James Hoskins, James McAllister and no doubt others.

In addition to passengers and commercial freight, the steamboats landing at Huntington brought thousands of heads of cattle and stock for trans-shipment through to the east in railway cars. The price charged for freight transportation, Cincinnati to Huntington during the early day, was 50 cents per hundred pounds.

The first tow boats plying the Ohio river, according to the recollection of--real old time river men-- were the Conger and the Windsor. These boats operated during the years immediately following the Civil war. They were of a type, long since obsolete. Both were side wheel steamers, and towed two barges, one on each side. These boats were built by B. B. Horton, Pomeroy, Ohio. Mr. Horton came from the east. The method of attaching the tow to the bow of the boat and pushing it, as is now in vogue, came at a later time. Among the stern wheel boats in use during the seventies and eighties were the "Sprague", which is said to have been the largest, and served in the movement of coal from



Pittsburg, south. The Ajax, the Joe B Williams, the J A Wood, and the Alice and Charley Brown.

Capt. Weiss and Capt. Woodard, residents of Huntington are among the old-time tow boat pilots. To locate and become familiar with the channels along five or six hundred miles of river course, is the task that fell to every tow boat pilot. In the days which are here pictured, the river steamers had not the advantage of a continuous nine foot stage, now afforded by the government system of locks and dams. It was the business of the river pilot to know the location of the channels to render possible navigation during the low stages of water, and Capt. Weiss spent fifty years of his life building his fund of non-transferable knowledge. To aid in keeping the channels clear, the government operated a system of dredge boats which were made busy during the low stages. The E. A. Woodruff with its "well" in the center and its double bow is remembered for its activities in the Huntington vicinity. After completing its river service in this capacity, the "Woodruff" was converted into a wharfboat, and was in use at Louisville, Kentucky, for many years. The government also maintained a palatial steamer for the purpose of distributing oil to the various signal stations along the Ohio and Kanawha rivers. The steamer was officered by a crew of high toned gentlemen who, while performing a necessary service, lived in convenience, and, what seemed to many, as luxury. The boat moved leisurely along the rivers during the day-light hours, and would be moored for the night wherever it chanced to be when the shadows fell. Then a guitar was brought out to the deck to accompany as fine a group of vocalists as might chance to be among a group of men hired for other purposes. Capt. Woodruff, we charge, had, as they say in the back-woods, a "master" bass

The Guyan is a mighty little river, and it takes a mighty little steamer to fit it. But, James and George Godby took the Guyan's measure and were able to build one<sup>suited</sup> to the length, breadth and depth. They called it the "Hustler", and under favorable conditions were able to maintain fairly regular trips between the mouth of the river and Chapmansville. Logan court house was only six miles beyond, but it appears from the Hustlers log, she made but one trip as far as the Logan metropolis. However, that was an historic accomplishment, if the veracious chronicers are correct in their transmissions down the line of Historic events. They declare the "Hustler" on this occasion was the only steamer to reach that destination.

The Bay Line of steamers was always popular in Huntington, especially for local transportation. The owners were Capt. Wm. Bay, of Ironton and Capt. George W. Bay, of Proctorsville. Usually, these steamers were chartered for points between Portsmouth and Gallipolis. The Bay Line steamers, included, during a long term of years, the J. C. Crosley, the Lizzye Johnston, the B. T. Enos, the Fannie Dugan, the Scioto, the Lizzie Bay, the city of Ironton, the Louise, the Minnie Bay, Nora Belle and the Henry M. Stanley. Toward the close of his river career --and his life--Capt. George Bay removed his family from Proctorsville to Huntington. Both Capt. Bay and his wife are now dead, but several members of their family still reside in this city.

The first steamer to be built in this section was said to be the "New Idlewild", which was constructed long before the incorporation of the city of Huntington. It was built of timber which was cut from the banks of Sims creek, opposite this city. It was built by Commodore W. F. Davidson of South Point. The "New Idlewood" became eligible for a decoration of Honor in the

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countrys history, because it turned out to be the craft on which  
James J. Hill "the builder of the north west" got his early  
training while operating on the upper Mississippi river.

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Roosevelt's report of his trip to New Orleans so pleased the projectors that they immediately directed the construction of a boat, at Pittsburg, and sent Mr Roosevelt to take charge of the building and operation. The plan was furnished by Fulton. It was to have a hull 116 feet long and 29 foot beam. New York workmen came to construct the engine which was to have a thirty four inch cylinder, and boiler to be in proportion. The haw knees, ribs and beams were cut along the shore of the Monongahalia and floated to the shipyard.

It required about two years labor to complete the boat, at a cost of 38.000 dollars, after which it was launched and christened the "New Orleans". During the progress of the building, Mrs Roosevelt was at the side of her husband, and upon the initial trip, over the protest of her friends, she joined in the voyage. The voyage down the Ohio was started Sept. 27th 1811. Almost the entire population assembled at the wharf to witness the great historical adventure, and bdd them God-speed.

This wonder of mechanics made the astonishing rate of ten miles down the stream. At Cincinnati and Louisville great receptions were held. Twodays had been required to move from Pittsburg to Cincinnati. At Louisville, Capt. Roosevelt decided to return the favor pf the reception given, and invited the party to visit him. After they were aboard, he quietly issued orders to cut loose, and take the party on a trip. When in a moment it was learned from the thundering noise and confusion that the boat was a-drift and moving, the demonstration amounted almost to a panic. The guests were greatly alarmed, but were restored to quiet and confidence, when assured they were traveling in a direction opposite from the falls.

Receptions given the "New Orleans" and her gentlemen crew



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at Natchez and New Orleans, surpassed almost any that had been known at those cities. Unfortunately, those making the cruise have not been recorded in the history of the river. That of the Capt. is not known to fame, as it should have been registered. The engineers last name was Baker. The pilot was Andrew Jack. There were six deck hands, two female servants, a male servant a cook and a large New Foundland dog, known to those on board as "Tiger". The "New Orleans" remained in the New Orleans and Natchez trade. A report on the first years business, shows that receipt on the upward trips, had averaged for freight \$700.000 and the passenger money \$900.000. The expence average was \$6, 906 a month. The net gain for the year was placed at 20.000. The net value of the boat was placed at \$40.000. This was the humble, though auspicious begining of steamboating on the Ohio, and Mississippi rivers, which as was said at the start, was at the <sup>of its</sup> "height-and-glory" and excelence" along about 1870. The boats plying their trade by way of Huntington, in 1872, gathering the information by way of advertisements, carried the huntington papers, and personal information, included the following./ The Bostona, operating between Cincinnati and Pomeroy, a White collar line steamer, connected with the C & O railroad Co, with Capt. Bryson in charge.

The Fleetwood, a sister steamer, in charge of Capt. J. T. Campbell.

The Telegraph, also a white collar line, in charge of Capt. Wash Houshell.

The Ohio no 4, Capt. F. Y. Bathelor, Cincinnati, Huntington and Pomeroy.

The J. C. Crosley, Capt. Geo. W. Bay, G. W. Ball, clerk, Proctorville and Greenup.

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Julia no 2, J. V. Reynolds, master--J. H. Statton, clerk--  
Cincinnati and Kanawha river.

The Chesapeake, William Bay, Capt., H. W. Swellman,  
clerk., Ironton and Gallipolis.

The Fannie Dugan, a mail boat--A. J. McAllister, Capt.--  
Frank Morgan, clerk, Portsmouth and Guyandotte.

The Emma Graham, J. U. Williamson, master, Nat Earhart,  
clerk, Parkersburg and Huntington.

The Granite State, W. H. Kerr, Capt. --W. J. C? clerk,  
Pittsburg and Portsmouth.

The Andes, )) takes place of steamer "Major Anderson"--Cincinnati and Pittsburg.

The Annie Laurie, --said to have had the most musical whistle  
on any steam boat of the Ohio river-- operated between Cincinnati  
and Charleston.

Other steamers operating during the early days of Huntington,  
but which left in the newspaper prints no statistical information,  
included,--The St. James, the Patomac, the St. Lawrence, yhr  
the Louise, the Minnie Bay, the B. T. Enos, the Big Sandy---  
white collar--- the Scotia, the Hudson, the Queen City, the  
Buckeye State, the Shirley, the Sciota,---Mail boat---the Key-  
stone State, the Katie Stockdale, the W. N. Chancellor, the  
Henry M. Stanley, the Virginia, the Lizzie Johnston, the City  
of Ironton, the Nora Belle, the Billy Collins, Ironton, Pom-  
eroy, mail packet, the St. James, Capt. H. H. Drawn.  
Capt. Wash Houshell was in charge of the White collar steamers.

The Enos for many years, with Capt. Brown- Boone in charge,  
and Alex Suiter and another, as pilots, and belonging to the  
Bay brothers, operated the trade between Huntington and Gallipolis.

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It was the mail boat and made daily trips. Samuel McCoy was, for many years, the mail agent. He and George R. McIntosh, rail way mail agent, exchanged places about 1883.

Among the old time river men to become attached to Huntington after leaving the river service, are recalled.--Messrs. Gus Houshell, Frank D. Fuller, Samuel Hawk, C. C. Dusenberry, Samuel McCoy, J. M. Polsley, Gene Campbell, William and Henry <sup>W</sup> Batters, Capt. Edw. Maddy, James and Gus Martindale, Gene Gwinn, Oscar Jones, Samuel Maddy, William Holloway, Clayton Crawford, Robt. McAllister, Gus Simmons, Frank Morgan, James and Ellis Mace, Cal Handley, Capt. John Parsons, W. P. Walker, Ira Harold, Frank Roth, Frank Nichols, Joe Shepherd, James Hoskins, James McAllister and no doubt others.

In addition to passengers and commercial freight, the steamboats landing at Huntington brought thousands of heads of cattle and stock for trans-shipment through to the east in railway cars. The price charged for freight transportation, Cincinnati to Huntington during the early day, was 50 cents per hundred pounds.

The first tow boats plying the Ohio river, according to the recollection of--real old time river men-- were the Conger and the Windsor. These boats operated during the years immediately following the Civil war. They were of a type, long since obsolete. Both were side wheel steamers, and towed two barges, one on each side. These boats were built by B. B. Horton, Pomeroy, Ohio. Mr. Horton came from the east. The method of attaching the tow to the bow of the boat and pushing it, as is now in vogue, came at a later time. Among the stern wheel boats in use during the seventies and eighties were the "Sprague", which is said to have been the largest, and served in the movement of coal from

Pittsburg, south. The Ajax, the Joe B Williams, the J A Wood, and the Allice and Charley Brown.

Capt. Weiss and Capt. Woodard, residents of Huntington are among the old-time tow boat pilots. To locate and become familiar with the channels along five or six hundred miles of river course, is the task that fell to every tow boat pilot. In the days which are here pictured, the river steamers had not the advantage of a continuous nine foot stage, now afforded by the government system of locks and dams. It was the business of the river pilot to know the location of the channels to render possible navigation during the low stages of water, and Capt. Weiss spent fifty years of his life building his fund of non-transferable knowledge. To aid in keeping the channels clear, the government operated a system of dredge boats which were made busy during the low stages. The E. A. Woodruff with its "well" in the center and its double bow is remembered for its activities in the Huntington vicinity. After completing its river service in this capacity, the "Woodruff" was converted into a wharfboat, and was in use at Louisville, Kentucky, for many years. The government also maintained a palatial steamer for the purpose of distributing oil to the various signal stations along the Ohio and Kanawha rivers. The steamer was officered by a crew of high toned gentlemen who, while performing a necessary service, lived in convenience, and, what seemed to many, as luxury. The boat moved leisurely along the rivers during the day-light hours, and would be moored for the night wherever it chanced to be when the shadows fell. Then a guitar was brought out to the deck to accompany as fine a group of vocalists as might chance to be among a group of men hired for other purposes. Capt. Woodruff, we charge, had, as they say in the back-woods, a "master" bass voice.

The Guyan is a mighty little river, and it takes a mighty little steamer to fit it. But, James and George Godby took the Guyan's measure and were able to build one<sup>suited</sup> to the length, breadth and depth. They called it the "Hustler", and under favorable conditions were able to maintain fairly regular trips between the mouth of the river and Chapmansville. Logan court house was only six miles beyond, but it appears from the Hustlers log, she made but one trip as far as the Logan metropolis. However, that was an historic accomplishment, if the veracious chroniclers are correct in their transmissions down the line of Historic events. They declare the "Hustler" on this occasion was the only steamer to reach that destination.

The Bay Line of steamers was always popular in Huntington, especially for local transportation. The owners were Capt. Wm. Bay, of Ironton and Capt. George W. Bay, of Proctorsville. Usually, these steamers were chartered for points between Portsmouth and Gallipolis. The Bay Line steamers, included, during a long term of years, the J. C. Crosley, the Lizzie Johnston, the B. T. Enos, the Fannie Dugan, the Scioto, the Lizzie Bay, the city of Ironton, the Louise, the Minnie Bay, Nora Belle and the Henry M. Stanley. Toward the close of his river career --and his life--Capt. George Bay removed his family from Proctorsville to Huntington. Both Capt. Bay and his wife are now dead, but several members of their family still reside in this city.

The first steamer to be built in this section was said to be the "New Idlewild", which was constructed long before the incorporation of the city of Huntington. It was built of timber which was cut from the banks of Sims creek, opposite this city. It was built by Commodore W. F. Davidson of South Point. The "New Idlewood" became eligible for a decoration of Honor in the

country's history, because it turned out to be the craft on which James J. Hill "the builder of the north west" got his early training while operating on the upper Mississippi river.



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The County Civil Organization

Following the election of 1872,  
the County Court was re-organized, in  
January, 1873, as follows:

W. H. Nagan, President

A. J. Eenslow, and Charles Henry,  
Associates.

### The Bel Ami Flats

- The Bel Ami Flats was just an apartment where some fellows lived, but, in its day it was rated as one of the attractive institutions in the town. It thrived during the eighties and early nineties, until a conquest by Cupid cut it down.

The "fellows" were Berry Lee Priddie, Wilton Randolph, and A. Brown Boughner. The place was on the third floor of the Molter building, between 9th and 10th street.

Here were three as fine spirits as ever came to the city to make good. Young men, all of attractive personality, genial, companionable, and gifted in the gentle art of entertaining. Priddie was the star, and while his companions graciously accorded to him the spot-light, and were contented to act as the "whet" to sharpen his blades, each was capable of brightening the corner where he was.

Berry Priddie could hold his own in any company, as a storyteller. His repertory appeared exhaustless and comprehended the best and spiciest and his gift extended into all dialects.

Not only were the "flats" a regular place for a large number of the young men of the town, but occasionally were honored by leading actors playing the town, by politicians of state-wide prominence, and by business dignitaries who dropped into the city.

Honorable E. Willis Wilson, a prominent lawyer of Charleston, and once governor of the state, paid the flats a call on one occasion. Knowing the talents of the ex-governor as a violinist a messenger was dispatched for a violin, and Mr. Wilson furnished his share of the entertainment for the evening.

Ralph Bingham, the "boy orator" spent several evenings with the boys, and swapped stories with Berry Priddie.

Sam Ireland, wit and resenter, of Ashland, was a frequent guest.

Tom Corwin, now a regular entertainer on the N. B. C. programs, on more than one occasion rendered the same "invitations" in the Bel Ami Flats with which he now regales audiences of national proportions, ~~was~~ <sup>on</sup> the air. At that time, Corwin was a C & O telegraph operator and worked at Catlesburg and Ashland.

Of this popular trio, but one remains among the living. Brown Boughner now lives in Harrisburg, Pa. and has employment in the publicity division of the State Highway Commission.

The Bel Ami Flats had "welcome" on its door-mats to the wits of the town. The half-wits were ostracised.

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